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The Original 1828 Survey of Columbus, Georgia

by
Steven B. Skipper

On February 8, 1825, the Creek Indians signed the treaty of Indian Springs. This document sold all their land between the Flint and Chattahoochee rivers for \$ 400,000, plus an equal amount of land west of the Mississippi. The Creek Indians were given a year and a half to move west of the Chattahoochee. Meanwhile, the State of Georgia wasted no time in developing this newly opened real estate. By June 9, 1825, the Georgia General Assembly had decided to have five square miles surveyed along the lower end of the Coweta Falls to establish a suitable site for future land development. (John Lupold. *Columbus, Georgia 1828-1978*, Columbus Sesquicentennial, Inc.: Columbus, Georgia, 1978, pp. 3-4.)

On December 24, 1827, the Georgia Legislature created a commission of five men to establish a trading town at the lower end of Coweta Falls, somewhere near the head of navigation of the Chattahoochee. The commissioners were Dr. Edwin Lewis De Graffenreid, James Hallam, Colonel Phillip H. Alston, Colonel Ignatius A. Few, and Brigadier General Elias Beall. Dr. de Graffenreid and James Hallam were from Muscogee County and the other three were retired officers that had served in the War of 1812. The commission had its first meeting in Milledgeville, then the Georgia state capital, on January 15, 1828. The following day they decided to appoint Edward Lloyd Thomas as the surveyor in charge of creating the city of Columbus.

Thomas was a Methodist minister from Athens, Georgia. He was not a full time surveyor, but his reputation for accuracy was very well known. This would not be the first large project the state of Georgia entrusted him with. In 1826 Thomas had established the line that separates Georgia from Alabama from a point near West Point, Georgia north to the Tennessee border. Obviously, the state trusted his work (Lupold, pp. 4-5.) After being selected, Surveyor Thomas returned to Athens to pick up his instruments, arriving at the future site of Columbus on Sunday, January 27th, 1828. He then proceeded to start work the following morning.

The Coweta Falls begin just north of the Dillingham Street Bridge and extend upstream for approximately twenty miles. Most of the shoals are now underwater because of the series of mill dams that now exist. Large hydroelectric dams have created a series of large lakes that have also submerged the shoals. Only at the dams can any sign of the shoals still be detected. When Surveyor Thomas arrived at the area which is now Columbus there was a pristine forest full of large trees and dense undergrowth with very few inhabitants. The entire downtown area was covered with small ponds, swamps, and streams that supported a large fish and wildlife population. The following excerpt from John H. Martin's *History of Columbus, Georgia*, book on Columbus gives an interesting description:

"Where some of the finest buildings now stand there were marshes or ponds. From one block north of where the 'Perry House' now stands, all south and east was a muddy swamp, filled with briars and vines and small under growth among the large forest trees, so that in many places it was difficult to get through. Upon the Present Location of the 'Perry House,' and extending two blocks north, was a pond where wild ducks and geese were often shot. Fish of large size were for some time afterwards caught out of ponds of which no traces now remain. Between Oglethorpe Street [1st ave.] and the river the land was generally high and dry, interspersed with pretty groves of fine shade trees. But east of Oglethorpe street and all south was mostly wet swamp land."

Few people lived on the future site of Columbus. Most of the area's inhabitants lived near Kinnard's Ferry, where the Old Federal Road crossed the river. This was south of the downtown area and southwest towards the river from the present site of the Confederate Naval Museum. From Kinnard's Ferry north along the river there were a series of large fresh water springs that provided drinking water for Columbus. Unfortunately, as the town grew the marshes were drained and the springs lost their recharge areas. All the

springs were dry by the latter part of the nineteenth century. Governor Forsyth camped out by one of these springs south of the modern trade center during the auction held in July of 1828. The river must have been truly inspiring as the following description, from Martin's *History of Columbus, Georgia* illustrates.

"The most fertile imagination could not conceive a place more enchanting that this in reality. Neither is it deficient in the various natural capacities for the convenient transaction of business. Standing at the centre, the eye can feast the mind with contemplating the most delightful scenery, which raises a thousand romantic and poetic associations. The river on each side is adorned with forest, as nature could make it; and the channel is made rugged and firm by the deposit of immense heaps of solid rock. The rapids continue for a great distance, sometimes forcing the river down into a narrow channel of great depth and inconceivable swiftness. In the course of the descent of the river through some of these places, the torrent is opposed by rocks of immovable fixture, which throw it up into mountain waves, or dish it away in a wide expanse of beautiful white caps, counter currents, and eddies."

The area was beautiful, but it was also valuable. All those rapids meant potential water power for mills, and the river was believed to be navigable by steamboat from Appalachicola Bay to the Coweta Falls. As Thomas was traveling west from Athens and beginning his traverse of the boundary of the Reserve at Coweta Falls, Captain E. I. Wood, of the steam boat Steubenville, was busy coming up the river taking soundings. This was the method used for measuring the depth of a channel. His mission was to chart a navigable channel from Appalachicola upstream to the Coweta Falls. The site for Columbus also had the further advantage of having one long strip of rapids going north; instead of a shoal every few miles for the rest of the length of the river as is the case with most Piedmont rivers. Instead, after you passed the last rapid, the river was navigable, by pole barge, for two hundred miles. During the winter months of high water, the barges could navigate south downstream to within four miles of Columbus. This was excellent real estate and the State of Georgia was going to control its development.

Surveyor Thomas's first act upon arrival at the Coweta Falls was to locate the northwest corner of the reserve. At this point he located a large river birch on the bank of a sluice, which is a small stream of water separated from the main channel, across from an island on the east bank of the Chattahoochee. Setting up his equipment at this point, he found the magnetic variation of the area. This point is located in what is now Bibb City, somewhere on Bibb Pond. There were several possible ways Thomas could have discovered the magnetic variation of the area. He could have taken celestial shots at night with a theodolite, the basic surveying instrument still used today to measure both horizontal and vertical angles; he might have used the same instrument to take solar shots in the day time. His field notes do not specify in what manner he acquired the magnetic variation. The lack of field notes on the subject of magnetic variation implies that he used an instrument invented in the later part of the eighteenth century called a "Marshall meridian instrument." It was used by many surveyors of the day because it was very easy to use, was fast, and was accurate. This instrument was so precise that in June of 1773, the Virginia Assembly required all surveyors to use one to correct their compass variation. Since there are no notes of Thomas making magnetic variation calculations, and the entire procedure was completed on Monday, January 28th, it is implied that he discovered the magnetic variation of 5 degrees, thirty seconds east, by the use of the "Marshall meridian instrument." In fact, the same magnetic variation of 5 degrees, 30 seconds east is currently used by modern surveyors of the area.

The next day, Tuesday, January 29th, Thomas presented his crew's credentials before the Board of Commissioners. William L. Hogue and Jacob T. H. Thomas, the surveyor's son, were chain bearers, Sidney Turner and William Few were axe-men and flag-bearers, and Robert Daniel as axe-man and marker. After the crew, otherwise known as a survey party, had been approved by the board, Thomas set them to the task of gathering the large stones which would be used to mark the corners of the city blocks and the corners of the commons. With his party thus employed, Thomas proceeded to inspect the east bank of the river from

the northwest corner of the Coweta Reserve, to Kinnard's Ferry with the Commissioners. They decided that Thomas should resurvey the lines of the Coweta Reserve and then survey the east bank of the river so they would know all the curves in the river before deciding where the exact location of the town of Columbus would be.

On January 31st, the survey party began the resurvey of the Coweta Falls reserve and the east bank of the river. By February the 11th, they were finished. He then began defining the 1200 acres that would be the city of Columbus and its surrounding commons. On Thursday, February 7th, Thomas sent his crew off to gather and split logs to mark the corners of the individual lots on the different city blocks. These rails were used because it would be easy to paint the lot number on the rail for easy identification. While the men were busy at this task, Thomas spent the day drawing the concept map that was to become the downtown area of Columbus. He worked on it again all day Friday. By Saturday morning it was completed. He was even able to get the commission to approve it Saturday afternoon. Thomas decided the town would be laid out with all streets meeting at 90 degree angles to one another. The streets that ran east and west would be made 99 feet wide and the streets running north to south would be 132 feet wide. The only exception would be Broad Street, which would have a width of 165 feet. Dr. deGraffenreid, a physician educated at the University of Pennsylvania, felt the wide streets would allow more air circulation and therefore be healthier for the future population of the city. The blocks were to be 4 acres in size and 295.68 feet by 591.36 feet in length. Each block would also consist of 8 half acre lots 147.84 feet square. (All lengths have been converted from chains and links which was the common method of measuring distance in the nineteenth century.) All distances in the survey notes were given in chains and links.

With the town layout approved by the board, the survey was ready to begin. The survey party consisted of Thomas as the instrument man; the person running the theodolite and keeping the notes. William L. Hogue and Jacob T. H. Thomas were the chain bearers. These two would be vital to an accurate survey. The text book used as a reference for this paper was written in 1827, and is full of references regarding the importance of accurate measurements while using the chain. The chainmen were the surveyor's most trusted men. The chain itself was 100 links long with a brass ring every 10 links. The chain would be stretched in the given direction starting at the location of the theodolite. When the front chainman reached the end, the back chainman would call "chain." The front chainman would stop and pull tight while holding an iron pin at the end of the chain. The surveyor would then look at the front chainman through the theodolite and give him left or right hand signals until he was on correct line. The front chainman would then drive in the iron pin. Then the front chainman would move ahead until the back chainman was at the front chainman's previous position. The back chainman would then call "chain" again. This procedure would continue until the distance was too great for the telescope mounted on the theodolite to see clearly, or uneven terrain made it impossible for the instrument to see further.

At the beginning of each chained distance the front man would have a set number of stakes in his bag. The back chainman would have none. Each time they would move ahead the back chainman would pick up the stake left behind by the front man, so if the surveyor asked him how far they had traversed, he could look in his bag and count the stakes. The front chainman would then pull the chain tight and see which of the 10 brass rings was closest to him. Since each brass ring had a number on it of one through ten, he could then count the individual links to get the exact distance. (If the closest brass ring was 7, and it was 6 more links to the point, he would know they had traversed 5 chains and 76 links.)

The procedure was difficult enough on level ground and was even more difficult when they chained over uneven ground, forcing them to use shorter lengths of the chain in order to keep it level. On very steep ground, only short distances can be traveled at a time, because property is only measured horizontally. Land is measured horizontally with no regard to the terrain because it would be impossible to draw a map using the distances going up and down the slopes. Measuring with shorter lengths of the chain is known as "breaking

chain." The front man would go up a hill, with the chain, until his feet were level with the back chainman's shoulders. He would then hold the chain and stake on the ground at his feet. The back man would hold his end at shoulder level, thus keeping the chain level. The duties of the axe-men, flag-bearers, and the marker will be covered next. The axe-men went in front of the chainmen chopping a path on the correct line as directed by the surveyor back at the theodolite. Their duty would also include the flagging of the points occupied or marked by the theodolite. The marker would chop blazes on trees, number the corner post, or any duty that involved identifying the survey.

At the beginning of the survey, Thomas noticed local attractions on the compass of his theodolite. He attributed this problem to iron ore dust he noticed at various places during the survey. He made a note that the entire survey was run using the theodolite without regards to the compass. This was possible because he used his confirmed east west line across the north part of the reserve as a baseline. He then set up the instrument at the birch tree at the north west corner of the reserve looked due east to the next set up point on that east west line, and turned 90 degrees to the right. The instrument would then be facing due south and they could begin to chop, chain, and mark their way until the instrument needed to be advanced again. Thomas would then carry the instrument ahead to the next point, set up the instrument, sight to his previous point, turn 180 degrees, and facing due south again, continue the 2,057.88 feet to the east west line that marked the north line of the Columbus Commons.

When the north commons was reached, Thomas turned 270 degrees to head due west toward the river for 328.68 feet. He occupied a large rock with the instrument, and took several reference shots at large rocks on both sides of the river, including one shot of a large rock on the north end of an island. These shots had no distance included, just bearings. On the east side of the river, he gave bearings and distances to three trees. This location is north of the present sight of the City Mills, where the first dam was built on the river. The line then went due east from the point of intersection of the north south line 4,356 feet to what is now Linwood cemetery and then went due south line 4,356 feet to what is now Linwood Cemetery, and then went due south until the line hit the river in the area of what is now the Victory Drive Golf Course and the Georgia Welcome Center. The twelve-hundred acres were ready to be marked, but it was time to begin the street and block layout first.

The Coweta Falls Reserve was originally intended to have a total of five square miles of land. However, after surveying the entire reserve, including the east bank of the river, he discovered the reserve to be 10,440.2 acres in size. This made the reserve 5,559.2 acres smaller than originally intended. After Thomas decided the location for the 1,200 acres that was to be Columbus and the surrounding commons, he then divided the rest of the reserve into 77-100 acre lots, 19-20 acre lots, 25-10 acre lots, and 32 fractions. This property would also be sold during the auction for the downtown area.

In January 1828 the Board had decided there was to be no disturbance of land in the area to be developed from the east river bank extending one mile east. That stopped the new arrivals, but there were plenty of buildings and fences which had been set up by squatters. Hearing news of the impending sale, these people had arrived, set up camp, and built shelters well before the Board's ban. Some people had gone so far as to build houses on wheels so they could be pulled to the proper location after the auction. It seems Columbus had mobile homes even during its creation. In short, the forest along the river was full of people ready to build houses and businesses as soon as the survey was complete.

Thomas was not cutting the center line of the road as would be done today on a construction survey; instead, he was establishing the right of way the State of Georgia was going to retain ownership over to ensure no changes could be made in the road net. A description from an English visitor has survived and is quite interesting.

"Basil Hall, a British naval officer, and his wife visited the embryonic town between the time of the survey and the sale of lots. In the middle of a dense forest, where only rows of stakes marked future streets they discovered about 900 inhabitants without a town living in a variety of structures. Huts made of bark and planks, buildings no older than three weeks 'of all sizes, from a six-foot box or cube to a house with a half-dozen windows in front,' and even three hotels housed these pioneers. 'Everything indicated hurry.' Since the ownership of the land was still undetermined, many of the houses were built on wheels so they could be moved after the sale." John Lupold, *History of Columbus, Georgia*.

From February 11th until February 28th, Thomas and his crew cut lines north and south. They placed stones on the block corners and numbered posts on the lot corners. Their work was much impeded by a lot of rain, standing water, and physical obstructions like old fences, buildings, and big trees. When it rained too hard to work, Thomas spent his time making more maps and sending them off to Governor Forsyth, as well as to the cities of Augusta, Athens and Macon. One was also prepared for Capt. Wood, Commander of the steamboat Steubenville, to be taken back with him to Applachicola. The Steubenville arrived on February 21, after taking soundings from Applachicola to Coweta Falls. His success was good news indeed to the Commissioners.

On February 28th, Thomas's son too ill. Within a few days his son's condition was so bad that General Beall had to start running the party. By the 17th of March the situation became so bleak that Thomas sent William Hogue to Athens to get the dying boy's mother. She arrived on the 26th of March just one hour before her son passed away. The next day he was buried in what was to become Linwood Cemetery.

Thomas made a particular entry in his notes expressing his gratitude to General Beall for seeing that the job was still being accomplished during his absences. The work cutting out the streets was getting near completion. The north and south streets, beginning at the river going east were Bay, Front, Broad, Oglethorpe (1st), Jackson (2nd), Troup (3rd), Forsyth (4th), McIntosh (5th), and Mercer (6th) were completed. The cross streets, or east and west ones, were being cut out during the first of April. Starting from the north going south they were Washington (16th), Bridge (15th), Franklin (14th), Bryan (13th), Randolph (12th), St. Clair (11th), Crawford (10th), Thomas (9th), Baldwin (8th), Few (7th), Early (6th), Fulton (5th), and Covington (4th). On Crawford and Thomas streets they really got into a problem when the lines started going through existing houses. Even some of the corners were falling out in the houses. So they had to knock holes through walls and set corner posts in the middle of a couple of houses.

By the end of April most of the work in the town was finished; except for the job of maintaining the lines, because occasionally they had problems with people knocking down the line stakes with their wagons. Now that the downtown part of the project was completed, the project moved to the larger lots of the Coweta Falls Reserve outside of the Commons. This work is not as well documented in the field notes or the Commission's minutes. However, there would be a total of 45 garden lots of 10 and 20 acres surveyed out to be sold around the commons and 632 half acre lots sold in the downtown area itself.

Public property was set aside in Columbus for use as two graveyards, one on the southeast side of town and one on the northeast side of town. The latter was the location where the surveyor's son was buried, what is now called Linwood Cemetery. Other public property was set aside within the downtown limits, including property set aside on the north side of town for the county and city to establish a courthouse and jail. The downtown area also had two blocks set aside for houses of worship. Two blocks were also set aside for a male and female academy. The last public property to be set aside were two lots near the northeast cemetery to be used as a hospital and poor house.

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By the 29th of April the survey was complete and the town continued to attract people to come and try their luck at the auction. The terms of purchase were: one fifth down, four annual payments in order to gain title to the land. Surveyor Thomas remained in Columbus until after the auction in July and even did duty as one of the clerks during the sale.

This project was one of the surveyor's most important jobs of his life. He did a very effective job and the people of Columbus should be grateful to Edward Thomas for our well planned city.

*Records of Baptism from the First Register
of
Trinity Parish, Columbus, Georgia
Part 2, 1863-1882*

by
Mary Kent Berry

1863

Feb. 8		
Curtis, William Henry	Infant	Norris & Sarah
Clark, Carrie Bell	Infant	Edw. & Julia
Clark, Charles Edmund	Infant	"
Mar. 15		
Moreno, Charles Albert	Infant	Theodore & Virginia
Apr. 5		
Coleman, Chrissie Virginia	Infant	_____ & C.
Josephs, Isaac Hart	Infant	
Watson, Bertha Brooks	Infant	Richard & _____
Hull, Walter Bacon	Infant	John & Mary
Brown, Robert Rhodes	Infant	J. Rhodes & Roberta
Apr. 12		
Isham, George Ezra	Infant	John & Elizabeth
Apr. 17		
Iverson, Alfred	Adult	
Apr. 19		
Cropp, Lottie Eugenia	Infant	William & Harriet
May 1		
Starke, Anna Eugenia	Infant	_____ & Mary E.
May 25		
Railey, Joseph	Adult	
May 26		
Owen, Anna Elmyria	Child	Mrs. A.V.
Owen, Willie Vernon	Child	"
June 24		
Berry, Edward Hugh	Child	Benj. & Almira
July 4		
Hill, William Joseph	2 yrs.	Dr. Richard B. & Mary M.B.
		"
Hill, Fred. Thomas	2 yrs.	"
Hill, Lizzie Outlaw	8 mos.	
Hill, Elizabeth Nicol	22 mos.	Joseph A. & M.E.
July 6		
Bivins, Ashur Ayres	Infant	James & Elizabeth
Aug. 5		
Victor Emmanuel (col.)	Infant	Mr. B. Jackson
Nov. 1		
Ravencroft, Elizabeth Caroline	Adult	
Whiting, Julia	Infant	_____ & L.T.

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Nov. 22

Martin, Anna Lewis

Adult

Calhoun, Sarah Louisa

Adult

Martin, Caroline Louisa

Child

Martin, Louisa Mealett

Child

Hooper, Emma Thurston

Child

Hooper, Charlotte Isabella

Child

Waddell, Thomas Wynne

Child

Lyman W. & A.L.

"

George & Isabella

"

Geo. & C.R.

1864

Jan. 20

Slidell, William John

Infant

P.S. & Anna

Feb. 28

Welden, Elvira

Adult

Feb. 29

Ravencroft, Elmira Louisa

Child

Dr. & Mrs. E.C.

Ravencroft, Kate Jackson

Child

"

Mar. 27

Cowdrey, Mattie Jones

Child

Lester & Eveline

Fuss, Mary

Child

Mrs. Fuss

Fuss, Frederick Eugenia

Child

"

Cowdrey, Lester Leander

Child

L. & Eveline

Pronglin, John

Child

Pronglin

Brown, Mary Burns

Child

J. Rhodes & Roberta

Hoopes, Lucy Barnard

Child

Loyd & Mary

Apr. 11

Warner, Hattie Morgan

Child

J.W. & Henrietta

Apr. 25

Fuss, Julia

Adult

May 5

Newman, Mr.

Adult

June 15

Vincent, Wesley Clay

Infant

Wesley & _____

June 19

Hull, Eugenia Montague

Infant

George & Eugenia

Beach, Havanna Pastors

8 yrs.

William & _____

Beach, Sarah Viola

5 yrs.

"

Beach, Clara Linda

3 yrs.

"

Beach, Ida Bailini

Infant

"

July 3

Newman, James Stanley

Infant

"

Aug. 9

Hill, Thomas Stafford

Infant

Richard & Mary

Aug 24

Austrin, Albert Haywood

Infant

Thomas & _____

Aug. 28

Wilkerson, William Henry

Adult

Sept. 4

Fuss, Virginia Ray

Infant

_____ & Julia

TRINITY PARISH

Fuss, Lizzie Porter Sept. 11	Infant	"
Maully, Frances Griffin Oct. 5	Infant	John & Rebecca
Baxter, Maria Elizabeth (col.)	10 yrs.	William & Amanda
Baxter, Frances Eliza (col.)	5 yrs.	"
Baxter, William (col.)	4 yrs.	"
Baxter, Euphermia Griffin (col.) Oct. 12	2 mos.	"
May, Joseph Stillman Oct. 16	Adult	
Curtis, Walter Wells	Infant	Norris & Sarah
Wise, Bessie Rogers	Infant	John & Lizzie
Faber, Catharine Virginia Oct. 25	Infant	Edw. & Savannah
Mareno, Kate Walker Oct. 26	Infant	Theodore & Virginia
Landon, Lucy Ann	Adult	
Bivins, Georgia Mustian Oct. 29	Infant	James & Elizabeth
Gregory, Hugh Archer Oct. 30	3 mos.	John R. & Mary B.
Waddell, Claudia	3 yrs.	DeBerrier & Elizabeth
Waddell, William Bellamy Oct. 31	15 mos.	"
Cooke, Nathaniel Miniturn Nov. 8	3 mos.	Nathaniel M. & Harriet
Loyd, Maggie Nov. 11	Infant	William & Anna
Ticknor, Francis Orray	Child	Dr. F. & Rosa
Woolfolk, Albert Sydney	Child	William & Maria
Woolfolk, Robert	Child	"
Hattie (col.)	Child	Wm. Woolfolk
Caroline (col.)	Child	"
Richard Thomas (col.)	Child	"
Tom Posey (col.)	Child	Dr. F. Ticknor
Mary Eveline (col.)	Child	"
Allen (col.) Dec. 1	Child	"
Ingraham, Mary Ann	12 yrs.	
Wallace, Mary Jane	14 yrs.	
1865		
Jan. 1		
Creighton, Jesse Isabelle	Infant	Charles & _____
McLaren, Terry	Infant	
McLaren, Key	Infant	
Matthews, Mary Elizabeth	Adult	
Matthews, Anna Gibbs	Child	Allen J. & M.E.

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Moore, Jonas Patrick	Adult 37 Yrs.	C.S.A.
Colbert, Col. Wallace Bruce	Adult 30 Yrs.	C.S.A.
Mar. 3		
McFarland, William Thomas	3 yrs.	Daniel & Frances
McFarland, John Henry	7 mos.	"
Mar. 4		
Buckman, George	Adult	
Mar. 8		
Moverod, Capt. Eugene Rudolph	Adult	
Mar. 12		
Phillips, Demarius	14 yrs.	Mr. & Mrs.
Wallace, Barney Roberts	11 yrs.	William
Wallace, Elizah Gooding	9 yrs.	"
Wallace, Martha Ann	7 yrs.	"
Mar. 15		
Ellis, Susan Jane	Adult	
Graybill, Mary	Adult	
Jones, Adelin Pricilla	10 yrs.	Mrs. Jones
Mar. 18		
Warner, Maj. James Harrell	Adult	C.S.N.
Vincent, Wesley Clay	Adult	
Ellis, Jennie Green	Child	M.P. & S.J.
Ellis, Kate	Child	"
Ellis, Granville Churchill	Child	"
Mar. 19		
Coleman, Garro Winter	Child	Henry & Rowena
Coleman, John Henry	Child	"
Woolfolk, Joseph Washington	Child	Jos. & Lucy
Mar. 19		
Charles (col.)	Child	Queen, Servant to Mrs. McDougal
Mary (col.)	Child	"
George William (col.)	Child	Mary, servant to Mrs. W.
Apr. 1		
Stepney (col.)	Child	W. Wise
Edward (col.)	Child	Mrs. Echols
Apr. 7		
Cargill, Daniel Franklin	Adult	
Barrow, Washington	Adult	(Gen. B. of Nashville under sentence of banishment to the Federal Government--one of the commissioners who brought Tenn. into union with Confed. States.)
Nolan, Maggie Adele	Adult	
April 11		
Douglass, Rosa	Adult	(Wife of Post Surgeon)
Lawton, Georgia	Adult	

TRINITY PARISH

April 14		
Nelson, Thomas Maudrist	6 mos.	Col. Thomas M. & Fanny T.
Apr. 16		
Eliza (col.)	Infant	Mrs. McLaren
Apr. 30		
Cowdery, Lewis Wells	Child	Lester & Sarah
Cowdery, Evelina	Child	"
Coleman, Maria J. Elizabeth (col.)	Infant	Saml. & Rosa
Knowles, Josephine Loring	Infant	Peter & Josephine
May 3		
Ravencroft, Alfred Samuel	Infant	Alf. & Eliz.
May 11		
Maria (col.)	Infant	Fanny, servant to J.R. Ivey
May 17		
Shorter, Charles Shepherd	Infant	Charles & Sallie
Caroline Teresa (col.)	Infant	Mrs. M.E. Shorter
Joseph Johnson (col.)	Infant	"
George Shorter (col.)	Infant	"
Ruse, M. Adella	Adult	
May 24		
Winter, William Banks	Infant	James & Victoria
Winter, Joseph	Infant	"
Winter, Lucy Johngeline	Infant	"
Winter, Virginia Craddock	Infant	"
May 31		
Warner, Virginia Craddock	Infant	James H. & M.
June 3		
Roland, John Thomas	Child	Mrs. Roland
Roland, George	Child	"
June 4		
Frances Anna (col.)	Infant	Clarissa, servant to Mrs. Davis
June 25		
Benjamin (col.)	Infant	Mrs. Cowdery
Doles, John Spurlock	Infant	Mrs. Mary
July 9		
Rowland, Nancy	Adult	
Aug. 1		
Martin, James Robert	Infant	James & Anna
Sept. 6		
Stein, Mary Ann	Adult	
Sept. 17		
Baugh, Pauline	12 yrs.	Mary Ruse
Baugh, Eliza	9 yrs.	"
Sept 24		
Green, Percy Lampton	Infant	
Hull, Josiah Holcombe	Infant	John & Mary
Dec. 5		
Arkins, John Dickinson	Infant	John & Addie

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1866

Mar. 11		
Warren, Sarah Jane	Child	
Apr. 22		
Wells, Charles Elbert	Infant	Elbert & Lizzie
Apr. 23		
Lamar, Eliza Tabot	Child	A.R. & Kate
Hoopes, Fannie Lee	Infant	Lloyd & Mary
Horbach, Alice Beunch	Child	
Horbach, William Algeo	Child	
Waddell, Boswell DeGraffenried	Infant	James & Victoria
May ____		
Hall, William Henry	Child	W.F. & Eola V.
Sept. 30		
Delauny, Corinne Calhoun	15	
Oct. 27		
Ellis, Charles	Infant	Mr. & Mrs. Charles
Nov. 11		
Manly, Mary Robinson	Infant	Mr. & Mrs. John P.
Nov. 25		
Wise, William Belford	Infant	John & Elizabeth
Dec. 4		
D'Autignac, Harris Henry Clay	Infant	Capt. W.M. & L. B.
Dec. 9		
Clarke, William Huhn	Infant	Edw. M. & Julia M.
Chilton, Robt. Ser Mason	Child	Gen. ____ Chilton
Broadnax, Aurilia (col.)	Adult	
Dillingham, Charles Hall	Infant	Geo. W. & Anna L.

1867

Feb. 3	
Teel, Mary	Child
Collins, Nancy	Child
Davis, Bellzora	Child
Layfield, Francis	Child
Oswald, Amanda	Child
Teel, Susan	Child
Lloyd, Charles	Child
Victry, William James	Child
Althisar, George	Child
Rowe, Montgomery	Child
Hall, Rufus	Child
Magee, Fred.	Child
Kelly, Alfred	Child
Hunt, George Leigh	Child
Hunt, Anna Maria	Child
Rowe, Ana Rogers	Child
Hunt, Mary Ana	Child

TRINITY PARISH

McDonald, Clementina Alston	1 Jun 1865	Joseph B. & Henrietta A.
Sept. 1		
Cowley, Annie Laurie	Infant	Jos. R. & A.
Apr. 14		
Pond, Eloise Thomas	Infant	Thos. S. & Mary C.
Snyder, Jessie May	Infant	Jesse & Katie L.
June 9		
Barnard, John McKee	Infant	Thomas M. & L.M.
July 11		
Cowdery, Katie	Infant	Lester & Eveline
Cowdery, Lucy Cairns	Infant	"
Cowdery, Lyman Walter	Infant	
Aug. 25		
Hawks, Julia Lee	Infant	Wm. N. & Emily C.
1868		
Feb. 1		
Shorter, Maria Theresa		Chas. L. & Sally
Mar. _____		
Smith, Elliot	Child	John & Sarah
Smith, William Carlton	Child	"
Apr. 12		
Hull, Elliot Clay	Child	John R. & Mary C.
Dillingham, George Walker	Child	Geo. W. & Mary
Pond, Anna Jones	Child	Thos. S. & Mary C.
July 26		
Curtis, Augusta Louisa	14 Jan. 1868	N.N. & Sarah B.
Sept. 16		
Morton, William Hayler	Child	
Woolfolk, Charles Marion		
July _____		
Lowther, Samuel Foard		
Dec. 3		
Wells, Elbert	21 Aug. 1868	Elbert & Lizzie C.
Hall, Tutton	9 Sept. 1868	W. F. & Eola V.
DeWolf, Elbert Patton	7 Yrs.	James & H.D.
Burnham, Charles	27 Nov. 1863	Theo. & E.J.
Jeter, Marion	5 1/2 Yrs.	F. M. & Julia
Matthews, Geo. Allen	_____ Sept. 1865	Allen & Mary
Apr. 11		
Cargell, Mary E.	13 yrs.	
Bellflower, Dorrinda	14 yrs.	
1869		
Mar. 12		
Fishburn, Stephen Elliott	3 mos.	Ed. B. & Annie
Mar. 27		
Barnard, Thos. M.	30 yrs.	Ed. & Mrs.

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Apr. 28		
Hoopes, Florence U.	3 mos.	L.R. & M.E.
Hauserd, Joseph Bethune	5 mos.	Joseph & M.B.
May 22		
Johnson, Napoleon	14 yrs.	Albert & Eliza
Johnson, Frances Emma	12 yrs.	"
June 27		
Johnson, Lafayette	10 yrs.	Albert & Eliza
Johnson, Geo. Washington	8 yrs.	"
Johnson, Frank	7 yrs.	"
Aug. 20		
Clancy, Albertine Josephine	6 yrs.	John & Josephine
Bellflower, Leonora Josephine	9 yrs.	William & Margaret
Bellflower, Eoline Glenmore	7 yrs.	"
Fisher, William Middleton	3 yrs.	M.D. & Margaret
Fisher, Pauline Estella	11 mos.	"
Aug. 24		
Linton, Albert	15 yrs.	Mr. & Mrs.
Williams, Adonirane Preston	11 yrs.	N. & E.
Williams, William Augustus	13 yrs.	"
Williams, David	16 yrs.	N. & M.
Watley, James Allen	10 yrs.	Allen & Jane
Coleman, Elizabeth	15 yrs.	_____ & Mary
Eiffler, Annie Theresa	3 yrs.	Mr. & Mrs.
Eiffler, Philip	Infant	"
Williams, Charlotte	12 yrs.	Norman & Isabella
Dowdy, Martha	7 yrs.	Hiram & Louisa
Blair, Pauline	12 yrs.	Theo. & Mary
Blair, Alfred	3 yrs.	"
Williams, Lionora	7 yrs.	A. & Jane E.
Harris, Elizabeth Sauranda	8 yrs.	_____ & Mary
Aug. 24		
Watley, Elizabeth	5 yrs.	Unknown--orphan
Barefield, Sarah	11 yrs.	Norman & M.
Thomas, Trycey Florence	7 yrs.	Elijah & Sarah
Barefield, Susan	6 yrs.	Norman & M.
Broughton, Ella	6 yrs.	Miss Clay
Knowles, Margaret	6 yrs.	Eph. & Mary
Watley, Louisa	15 yrs.	Allen & Jane
Coleman, Elizabeth	15 yrs.	_____ & Mary
Williams, John Thomas	13 yrs.	_____ & Mrs. Mary
Howard, John	10 yrs.	Mr. & Mrs.
Aug. 29		
Howard, Elizabeth	10 yrs.	Edward & Elizabeth
Howard, James Levi	9 Yrs.	"
Matthews, Margaret		_____ Elizabeth Hammock
Belcher, Martha		David & Elvira
Cooper, Octavia		_____ & Sarah
Sept. 5		
Waddell, Richard Wilmer	1 yr.	James F. & Victoria

TRINITY PARISH

Laney, Ermine	10 mos.
Sept. 10	
Webster, William Oscar	7 mos.
Sept. 12	
Banks, Lucy Lavinia	
Sept. 29	
Williams, Willburn	12 yrs.
Williams, Ida	10 yrs.
Frazier, Eugenia	12 yrs.
Barefield, Susannah	8 yrs.
Barefield, Sallie	6 yrs.
Hudson, James	10 yrs.
Hudson, Margaret Sarah Jane	8 yrs.
Hawes, Laura Adeline	10 yrs.
Davis, Virginia	8 yrs.
King, Martha	11 yrs.
Mansfield, Julius	9 yrs.
Miller, Josephine	9 yrs.
Miller, Henrietta	8 yrs.
McMicken, George	8 yrs.
Hanby, Susan	8 yrs.
Holland, William Robt.	13 yrs.
Moore, Martha Jane	12 yrs.
Cooper, Michael	8 yrs.
Phillips, George	7 yrs.
Blair, James	9 yrs.
Nov. 10	
Sauger, Henry Edward	65 yrs.
Nov. 30	
Bivins, William Drumright	10 mos.
Dec. 1	
Holstead, Willis Summons	Adult

1870

Jan. 7	
Pleasants, James A.	Adult
Jan. 8	
Chaffin, Thomas Washington	Adult
Chaffin, Elizabeth	Adult
Johnson, Matilda Ann	Adult
Johnson, Alfidonia	Adult
Rutherford, Robert Roper	Adult
Jan. 9	
Fontaine, Mary Elizabeth	
Green, Mary Helen	6 yrs.
Dillard, George Porter	
Feb. 4	
Flournoy, Dora	13 yrs.

N. Leoneys & M. F.
James M. & Annie E.
E. Sims & _____
Hiram & Nancy
"
Mr. Frazier (dec'd), Mrs. Temple
Needham & Caroline
"
James & Emmeline
"
Mitchell & Martha
John & Sarah
Bartlett & Mary
Geo. & Mary I.
Henry & Sarah
"
James & Mrs.
Mr. & Martha
William & Julia
William & Martha
Arnold & Sarah
Albertson & Susan
Theo. & Mary
Joseph & Elizabeth
J.M. & M.F.

Benj. & Elizabeth
Wiley & Ellen

Robt. & Eugenia

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Flournoy, Thomas Moffett	10 yrs.	"
Feb. 27		
Peabody, Amanda (nee Hall)	Adult	H.M. & Mrs. Juillion
Hawks, Emily		Wm. N. & Emily B.
Mar. 29		
Hudson, Sally Waters	6 mos.	Benj. Hall & Sarah Ellen
Apr. 5		
Crichton, Hetty	7 wks.	Chas. & F.
Apr. 10		
Abell, Rebecca Beale	3 1/2 mos.	H. T. & L. C.
Apr. 25		
Howard, John	7 yrs.	Edward & Elizabeth
Field, Ann Elizabeth		
Crabtree, Alice Henrietta		
Wooten, Alice Mary		
Sanford, Fannie		
Apr. 29		
Wise, Florence Augusta	3 mos.	John & Lizzie
May 2		
Chalmers, George Alexander	1 yr. 8 mos.	John G. & Euphemia
May 19		
Hall, Henry Morton	4 mos.	William & _____
May 20		
Affleck, William Douglas	Adult	
May 22		
Brown, Laura Douglas		J. Rhodes & _____
June 11		
Cody, Eugenia	Adult	
Whatley, Susan	Adult	
June 22		
Pond, Mary Hayes	4 mos.	Thos. G. & M. C.
June 28		
Sherwood, Helen Rosette	15 mos.	Geo. C. & Laura
Spencer, Mary Anna	15 mos.	G. H. & Jane
July 1		
_____, Northrop	4 mos.	Cyrus, & Ruth
July 22		
Chapman, Bradford Thompson	Adult	
July 24		
Kelly, Julia	6 mos.	Zachary & Julia
Starr, Morton Hurd		Homer B. & Augusta
Aug. 11		
Colzey, Louise Cody	29 Oct. 1868	Dr. E.F. & Anna E.
Aug. 24		
Matthews, Frederick Warner	14 Feb. 1870	Frederick R. & Alice L.
Sept. 28		
Dillingham, Lucy Eliz. Cairns		George W. & Anna
Sept. 22		
Prince, John Wesley	Adult	
Cooper, Josiah	Adult	

TRINITY PARISH

Oct. 6		
Ticknor, William Carter	5 Sept. 1870	Dr. F. O. & Rosa
Nov. 13		
Hauserd, Frances Hibernia		Joseph & M. B.
Jones, Elizabeth Fannin	17 Mar. 1869	Boykin & Emily C.
Nov. 15		
Fontaine, Benjamin Bruton	32 yrs.	John & Mary
Nov. 25		
Spencer, Agnes	12 Sept. 1870	Lambert & Helen
Dec. 17		
Spangler, Bird Wash.	3 yrs. 9 Mos.	William & Fanny
Spangler, James William	6 yrs.	"
Spangler, John Lee	4 mos.	"
1871		
Jan. 7		
Kirksey, Elisha J.	Adult	
Jan. 8		
Willcox, Mary Fanny		
Jan. 10		
Hoopes, Lloyd Randolph	1 Sept. 1838	Franklin & Frances
Jan. 13		
Wright, Robert Murdock	25 Aug. 1870	Julius R. & Mary B.
Chaffin, William Gray	27 Jul 1867	
Edward, Andrew Jackson	Adult	
Jan. 17		
Griffin, James Ibsen	Adult	
Jan. 18		
Greene, Margaret Jeannie		Chas. & Margaret
Jan. 19		
Fontaine, Bennie Bruton	4 mos.	Benj. B. & M.E.
Feb. 1		
Morehead, Martha (nee Buchanan)	Adult	Martin & Maria Buchanan
Baird, Isabella (nee Ingersoll)	Adult	William & Marion Ingersoll
Baird, Marion	9 yrs.	Jno. & Isabella
Baird, Jane	6 yrs.	"
Morehead, William	3 yrs.	Thomas & Martha
Swann, Clara	9 yrs.	James & Martha
Mar. 1		
Taliafero, Mary Lucy	7 yrs.	Dr. & Mrs.
Taliafero, Elisu George	4 yrs.	"
Taliafero, Valentine Meriwether	18 mos.	"
Apr. 21		
Matthews, Frank Buffington	13 Nov. 1870	W. D. & S. B.
May 17		
Wells, Cora May	18 Feb. 1871	E. L. & E. C.
Wise, Alice Theresa	25 Mar. ____	W. B. & Mary
June 23		
Williams, Eddie (col.)	18 mos.	Fishburne Estate

MUSCOGIANA, VOL. 5, NOS. 3 & 4

June 24		
Phelps, Mabel	3 mos.	George & Elizabeth
July 12		
Cherry, Sarah Elizabeth	24 Jan. 1869	Samuel & Sarah
Cherry, LeGrand Wright	6 May 1867	"
July 23		
Lepeue, Catherine Louisa	7 mos.	Chas. E. & Bethina
July 25		
Webster, Jennie Lee	5 mos.	J. M. & Anne E.
Sept. 14		
Sherwood, Fanny	8 mos.	George & _____
Sept. 17		
Snell, Thomas	10 mos.	Mr. & Mrs.
Oct. 5		
Brown, Sallie Davis	6 mos.	James W. & Sallie
Oct. 18		
Douglas, Richard Spencer	3 mos.	Mr. & Mrs.
Oct. 22		
Williams, Mary Flewellyn	Adult	
Williams, Eugenia Randolph		
Crichton, Lula Stanford	16 Mar. 1866	Mr. & Mrs.
Crichton, Georgiana Augusta	8 Apr 1868	"
Dec. 27		
Dillard, George Clifford	1 mo.	George C. & L. J.
Dec. 31		
Spencer, Helena	1 mo. 25 days	L. & H.
1872		
Jan. 14		
Hawks, Rosa Wilcox	1 mo. 19 days	W. N. & E. C.
Fontaine, Frances Mary	4 mos. 10 days	Francis & Mary
Mar. 7		
Whiteside, Thomas Berry	1 yr. 1 mo.	Mr. & Mrs. J. T.
Mar. 18		
Hauserd, James Neil	3 mos. 10 days	Jos. & Mary
Apr. 14		
Butts, Mary	50 yrs	
Barker, Mary Louisa	7 yrs.	
Apr. 14		
McKearun, Parrie Ida	5 yrs.	
Rollin, Ida Modena	16 yrs.	
Willet, William	12 yrs.	
Stagg, Josephine	16 yrs.	
Tyler, Emma	10 yrs.	
Fortune, Martha Emma	14 yrs.	
Edward, Nora	14 yrs.	
Barnes, Vandilla	14 yrs.	
Barnes, Fanny	10 yrs.	
Griggs, Minerva	12 yrs.	

TRINITY PARISH

Barnes, Victoria	12 yrs.	
Barnes, Mattie	10 yrs.	
Tillman, Mary Lavinia	10 yrs.	
Apr. 24		
White, Missouri Ann	29 yrs.	
White, Elisha Monroe	9 yrs.	M. A.
White, Alonso Fernando	3 yrs.	"
Eifler, William	2 yrs	P. & C.
Eifler, Sophia Elizabeth	4 mos.	"
May 1		
Holmes, Rosalie	1 mos. 21 days	C. F. & A.
May 19		
Dillingham, Rosa Nelson	3 mos.	G. W. & A. L.
June 9		
King, Ladell Theresa	6 mos.	Mr. & Mrs. L. T.
July 2		
Gibson, John Henly	1 yr. 6 mos.	Mr. & Mrs.
July 7		
Crabtree, John Franklin	7 yrs.	Mrs. Crabtree
Crabtree, Bellevue	2 yrs. 4 mos.	"
July 23		
Lawrence, Emma Rebecca	5 yrs.	Mr. & Mrs.
Lawrence, Anna Melissa	3 yrs.	"
Brown, Iola	7 mos.	Miss Brown
Aug. 31		
Peabody, Bessie Hall	1 yr. 6 mos	J. W. & A.L.
Sept. 1		
Washington, Emily Rebecca (col.)	1 yr. 2 mos.	Eliza
Sept. 2		
Mary (col.)		
Sept. 18		
Andrews, Mary Elizabeth	30 yrs.	
Andrews, Lena	5 yrs.	Mrs. M. E.
Dec. 27		
Matthews, Charles Herman	4 mos.	Chas. & M.
Matthews, Marinda Jane	20 yrs.	
1873		
Jan. 12		
Warner, Frank Harris	4 mos. 20 days	Mr. & Mrs.
Jan. 28		
Alexander, Sarah Shorter	1 mo.	Mr. & Mrs. P. W.
Feb. 26		
Snead, Joseph	7 yrs.	Mrs. M.
Mar. 9		
Lamon, Maggie Lee	11 yrs.	J. & M.
Lamon, Ida	8 yrs.	"
Lamon, Belah	6 yrs.	"
Lamon, Annie Laura	13 yrs.	"

MUSCOGIANA, VOL. 5, NOS. 3 & 4

Mar. 17		
Hugeuy, James Thomas	3 yrs.	Mrs. Hugeuy
Green, Louis Starrow	4 mos.	Will L. & Nannie L.
Apr. 6		
Gauby, Henry	21 yrs.	
Apr. 12		
Jeter, Sherwood Francis	4 mos. 7 days	Fran. M. & Julia
Apr. 24		
Crawford, Isham Cooper (col.)	14 mos.	J. W. & G.
June 1		
Williams, John	11 Dec. 1862	Wm. L. & C. O.
Williams, Sarah Jane	9 May 1867	"
Williams, Fanny Olivia	16 May 1869	"
Williams, Henry Samuel	16 Aug 1871	"
July 12		
Paget, Roxanna Josephine	12 yrs.	Mrs. Paget
Paget, Julia Ann	7 yrs.	"
July 25		
Kirksey, May Ella Woodville	6 yrs.	D. & Mrs.
July 26		
Hudson, Benjamin Hale	27 Oct. ____	B. H. & E. C.
July 27		
Barker, James	8 yrs.	Mr. & Mrs.
Barker, Charles	6 yrs.	"
Aug. 27		
Martiniere, Jane Goshen	2 yrs. 5 mos.	Mr. & Mrs. W.
Slade, John Henry	9 mos. 7 days	Thos. & Almarien
Sept. 3		
Morris, Charles	42 yrs.	
Nov. 10		
Key, Robert Neufley	5 yrs.	Mrs. Key
Key, James Thomas	2 yrs.	"
Nov. 16		
Abbott, Hawkins Judd	40 yrs.	
Nov. 20		
McEachren, Thomas C. C.	35 yrs.	
McEachren, Lizzie	3 yrs. 10 mos.	T. C. C. & Louisa
Nov. 20		
Lambertson, Eloise	14 yrs.	Mr. & Mrs.
Lambertson, Henry Green	11 yrs.	"
Lambertson, James Allen	11 yrs.	Mr. & Mrs.
Lambertson, Lovick Pierce	9 yrs.	"
Nov. 39		
Webster, James Wletsett	3 mos.	Jas. M. & A. E.
Dec. 23		
Ballou, Mary	35 yrs.	
1874		
Jan. 16		
Colzey, Emily Chilton	3 mos. 12 days	E. F. & A. E.

TRINITY PARISH

Jan. 27		
Douglass, Robert Brown	Infant	Geo. & Louise
Jan. 29		
Peabody, Callie Noble	4 mos.	Jno. W. & A. L.
Jan. 30		
Kirksey, Robert Haywood	10 mos.	E. J. & M. S.
Feb. 18		
Andrew (col.)	17 yrs.	
Feb. 25		
Baird, Hugh	5 yrs. 7 mos.	J. & I. M.
Baird, Isabella	6 mos.	"
Mar. 1		
Morris, Charles Bradford	13 yrs.	Mr. & Mrs.
Morris, Mary Louisa	6 yrs.	"
Morris, John Thomas	20 mos.	"
Mar. 5		
Ballue, Charles	9 yrs.	Jno. & Mary
Ballue, Alice	6 yrs.	"
Ballue, Francis	2 yrs.	"
Mar. 8		
Hawks, Sarah Coart	3 mos. 13 days	W. N. & E. C.
Mar. 25		
Spencer, Henry Benning	16 Dec. 1872	S. & L. V.
Apr. 1		
Slaughter, Martha Susan	32 yrs.	
Mary Loula	3 mos.	Foundling
Larefield, George William	6 yrs.	Mrs. Larefield
Larefield, Ann Elizabeth	2 yrs.	
Cooper, Isham (col.)	58 yrs.	
Apr. 3		
Curtis, Alice Maria	4 mos.	N. N. & S. B.
Abbott, Francis Hawkins	5 mos.	Hawkins & Irenne
Apr. 5		
Manly, Eliza Crowell	4 mos.	J.P. & C. D.
Apr. 26		
Brantley, Mary Jane	22 yrs.	
Apr. 28		
Turner, Joseph (col.)	19 yrs.	
Apr. 26		
Wilburn, Fanny	20 yrs.	
Apr. 29		
Selden, Isabelle Randolph	1 yr. 10 mos.	C. & I. H.
Selden, Mary Bird	3 mos.	"
May 24		
Snyder, Harry Drew	6 yrs.	Jesse & Catherine
Snyder, Katy Miller	3 yrs.	"
June 2		
Crighton, William John McAlister	2 yrs. 2 mos.	Chas. & Fanny
June 10		
Wynn, Florence Eugene Moffett	9 yrs.	Mr. & Mrs. V. W.

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July 17		
Howard, Mary Lou (col.)	8 yrs	Delia & Wesley
Howard, John Wesley (col.)	5 yrs.	"
Howard, Rosa Clarke (col.)	6 mos.	"
July 20		
Alexander, Edward	9 yrs.	Lawson & Martha
Freeman, Laurence Emmett	6 mos.	Peter & Sady
July 28		
Toomes, Lamar Chappell	2 mos. 15 days	J. H. & R. D.
Aug. 19		
Porter, Charlotte Lammis	4 mos. 9 days	G. B. & M. E.
Aug. 21		
Woolfolk, Irene Tift	4 mos. 13 days	T. M. & C. J.
Sept. 9		
Dillingham, Kate Dexter	2 mos. 18 days	Mr. & Mrs. G. W.
Sept. 18		
Wise, Clare Forsyth	2 mos. 18 days	Mr. & Mrs. G. W.
Sept. 25		
Phelps, Gertrude	4 mos.	G. & E. C.
Oct. 2		
Hunter, Mahitabel Scott	1 mos.	W.C. & A.S.
Oct. 7		
Edwards, Alice	16 yrs. 8 mos. 12 days	
Nov. 15		
Selman, Nancy Elizabeth	35 yrs.	
Nov. 22		
Temble, Thomas	7 yrs.	Mrs. Temble
Temble, Ida	4 yrs.	"
Mote, Annie	2 yrs. 5 mos.	Mrs. Mote
Mote, Minnie	4 mos.	
Nov. 25		
Wilding, Ruth	26 yrs.	
Wilding, Charles	8 yrs.	C. & R.
Wilding, Fannie	6 yrs.	"
Wilding, Martha	2 yrs.	"
Nov. 25		
Calhoun, Agnes	22 yrs. 9 mos.	
Ingersol, Mary Louise	21 yrs. 4 mos. 15 days	
Eifler, Augustus Henry	5 wks.	Mr. & Mrs.
Dec. 12		
Prater, Basil	about 40 yrs.	
Dec. 23		
Spencer, Christian Horace	16 yrs.	Geo. & Jane
Dec. 25		
Coart, John Craddock	3 mos.	W. C. & Mary
1875		
Jan. 31		
Sellman, Henry	9 yrs.	J. & M.

TRINITY PARISH

Sellman, Minnie	5 yrs.	"
Summers, Jeanette King	2 mos.	D. J. & A. K.
Mar. 24		
Calhoun, Mary Edwards	2 yrs. 3 mos.	A. R. & A.
Calhoun, Alfred Rockfert	14 mos.	"
Mar. 25		
Lindsey (col.)	6 mos	Betsy
Snider, Willie Pickney	3 yrs.	W. J.
Snider, Thomise Tuggle	2 yrs.	"
Snider, Henry Fannin	5 mos.	"
Mar. 28		
King, Elvira Starr	5 mos.	T. & J.
Apr. 3		
Proffitt, Helena	4 mos.	Emma
Apr. 14		
Matthews, Frances Elizabeth	1 mo. 18 days	C. & M.
Apr. 20		
Baxter, Amanda Fitz Allen	30 yrs.	
May 14		
Manley, Wesley Doughty	5 mos.	J. P. & A. C.
May 26		
Dibble, Phillip Dodd	3 mos.	O. H. & L.
Webster, Mary Leola	4 mos.	J. M. & A. E.
May 30		
Higdon, Alfred Granbury	4 mos.	P. & A.
June 6		
Cleghorn, Samuel Billing	35yrs.	
Cleghorn, Katy Rose	5 yrs.	Mr. & Mrs. S. B.
Schnell, John David	10 yrs.	J. & F. E.
Schnell, William Crichton	8 yrs.	"
Schnell, Augusta Mirriam	6 yrs.	"
June 9		
Holmes, Eugenia Watkins	8 mos.	C. T. & A. W.
June 11		
Garner, Sallie A.	20 yrs.	
June 20		
Tatum, Susan	20 yrs.	
July 4		
Smith, Rosa Ann Turner	11 yrs.	
July 22		
McEathren, Daniel	6 mos.	T. C. & L.
Oct. 24		
Brown, William Jack	3 yrs.	Calvin & Martha
Brown, Alfred Cannon	13 mos.	"
McNeil, William Oliver	14 yrs.	Malcom & Sarah
McNeil, Petronia	22 yrs.	"
McNeil, Lula Belle	6 mos.	"
Nov. 3		
Porter, Mary Adele	7 mos.	E. & M.
Dec. 23		

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Pittman, Minnie Lee Dec. 26	6 mos.	Mr. & Mrs.
Aeuchbacker, Louis Edgar	7 yrs.	L. P. & M. S.
Auechbacker, Anna Elizabeth	3 yrs.	"
Aeuchbacker, Oscar Roland	1 yr.	"
1876		
Snyder, Rosa Belle Feb. 11	5 1/2 mos.	J. & K.
Wise, Mary Norman Feb. 18	2 mos. 14 days	W. B. & M. A.
Dillingham, William Henry May 27	3 mos. 7 days	G. W. & A.
Brown, Robert Ewing	2 yrs. 11 mos.	J. M. & L. N.
Brown, Elizabeth Wilburn June 21	10 mos. 8 days	"
Swift, Charles Herman July 17	5 mos. 17 days	G. P. & L.
Gaurard, Wilbur Ernest July 22	15 mos.	_____iah Gaurard
Emory, Susan Emilia July 27	25 yrs.	
Hudson, Ellen St. Lyn Sept. 16	19 mos.	B. H. & E. C.
Morgan (col.)	10 yrs.	orphan
Washington, William (col.) Sept. 17	2 yrs. 2 mos.	Eliza
Gasey, Adalia Editha (col.) Oct. 11	6 wks.	R. L. & L. M.
Morris, Martha Selina (col.) Nov. 2	31 yrs.	T. & L.
Doc (col.)	8 yrs.	
Hetty (col.) Nov. 12	4 yrs.	
Slade, Cowdery Lester Nov. 15	2 yrs. 1 1/2 mos.	Thos. & A.
Proffit, Littlepage Ryan	59 yrs.	
Proffit, Pocahontas Virginia Dec 3	20 yrs.	
Shupshire, Mary Elizabeth Dec. 31	14 yrs.	
Chalmers, Mary Colston	4 yrs.	W. & E.
1877		
Jan. 2		
Martiniere, Eugene	3 yrs.	W. & R.
Martiniere, Adele	10 mos.	W. & R.
Spencer, Miriam Mitchell	2 yrs.	L. & L.

TRINITY PARISH

Mar. 12		
Abbott, Emile Glives	2 yrs. 29 days	H. J. J. A.
Porter, Richard Lewis	6 mos.	Ed. & Mary
Apr. 3		
Mulford, Randolph Rosin	7 mos. 19 days	R. M. & E. S.
Apr. 6		
Coart, LeRoy Holt	3 mos. 23 days	W. C. & M. C.
Webster, Nellie Renno	4 mos.	J. M. & A. E.
Apr. 8		
Robinson, Jeannie	4 mos.	Mr. & Mrs.
May 27		
Ball, Sarah Berthenia	14 yrs.	
May 30		
Afflick, Helen Colston	25 yrs.	
June 15		
Hauserd, Johnetta Elise Anderson	14 mos.	J. H. & M. B.
July 19		
Kirksey, Anna Roberts	17 mos.	E. J. & M. S.
July 29		
Dexter, Charles Amory	40 days	A. & H.
Aug. 13		
Chadwick, George Washington	3 yrs.	Mr. & Mrs.
Chadwick, William Thomas	6 mos.	"
Aug. 19		
Aeuchbacker, Bertha Emma	3 mos.	L. & M.
Sept. 26		
Eifler, Louisa Augusta	1 mo.	P. & C.
Oct. 12		
Bagley, Oselia Dovice	8 yrs.	Mr. & Mrs.
Nov. 4		
Layfield, William Henry	36 yrs.	
Layfield, Minnie Estella	3 yrs.	W. H. & C.
Nov. 8		
Bagley, Walter Davis	10 yrs.	J. C. & S. E.
Bagley, Georgiana Cora	11 yrs.	"
Bagley, Oceola	4 yrs	"
Bagley, Eva Jean	4 mos.	"
Dec. 21		
Appleby, Thomas Fielding Scott	3 yrs. 2 1/2 mos.	T. L. & C. D.
1878		
Feb. 7		
Railey, Sarah	55 yrs.	
Feb. 18		
Holmes, Laura		
Hilt, Joseph Woolfolk	2 yrs 2 mos.	J. G. & L. M.
Hilt, Lucy Winter	6 mos. 1 day	"
Holmes, Joseph W.	35 yrs.	
Mar. 13		

MUSCOGIANA, VOL. 5, NOS. 3 & 4

Perry, Cinda (col.)	30 yrs.	
Mar. 31		
Jones, Charles Chipley	16 mos.	Boykin & Emily
Apr. 8		
_____, Sarah Whitesides	17 mos.	Mr. & Mrs. _____
Apr. 10		
Lummus, Daniel Edward	2 1/2 mos.	D. & A. K.
Apr. 14		
Woolfolk, William Gordon	7 Mos.	J. W. & J.
Apr. 11		
Woolfolk, Josie	18 yrs.	
May 8		
Barnard, Mary Elizabeth	3 mos.	W. & L.
May 9		
Green, Charlie (col.)	5 yrs.	
Jones, Mary Rosa (col.)	4 yrs.	
Green, Abram (col.)	3 yrs.	
Green, Rosa (col.)	1 1/2 yrs.	
Givins, Mary (col.)	2 yrs.	
Law, Louis (col.)	2 yrs.	
Dillingham, Charlotte Glenn	30 Oct. 1877	G. W. & A.
June 13		
Whiteside, Edward Wilson	3 yrs. 6 mos.	T. & P. A.
Whiteside, Dolly May	1 yr. 7 mos.	"
June 29		
Holmes, Joseph Percy	2 1/2 mos.	
July 10		
Afflick, William Raiford	1 mos.	W. D. & A.
July 13		
McCook, William Augustus	15 mos.	J. M. & J.
Oct. 13		
Gray, Mary Louisa	2 mos.	R. & L.
1879		
Apr. 15		
Hall, Susan Anna (col.)		
June 6		
Swift, Mary Cecil	4 mos.	G. P. & L.
June 13		
Hudson, Thomas Charlton	7 mos.	B. H. & E. C.
1878		
July 7		
Hauserd, Josepha Isabel	14 mos.	J.&. M. B.
Mulford, Belle Green	10 mos.	R. & E.
Aug. 29		
Dillingham, Robert Clifton	6 mos. 2 days	G. W. & A. L.
Oct. 12		
Dexter, MacDougald	3 1/2 mos.	Amory & Helen

TRINITY PARISH

Nov. 4		
Harlon, Joseph Warren	50 yrs.	
Nov. 7		
Hendrick, Martha Douglas	24 yrs.	
1880		
Jan. 9		
Dibble, Charles Lamb	11 mos. 12 days	Oscar & Lena
Jan. 18		
Bell, Daisy Caroline	22 yrs.	
Harris, Mary Allen	23 yrs.	
Mar. 25		
Schnell, Francis	7 yrs.	Jno. & F.
Schnell, Lucius Johnson	4 yrs.	"
Schnell, Elvira Starr	3 yrs.	"
Ingram, Lena Bell	11 yrs.	W. & L.
Wyatt, Ellen Lucinda	19 yrs.	
Mar. 27		
Hood, Gertrude Joseph	7 mos. 23 days	Gen. J. & G.
Apr. 10		
Matthews, William de Salyer	4 mos. 2 wks.	W. D. & L. E.
Apr. 15		
Coart, Mary Arnaut	3 mos. 21 days	W.C. & M.
Smith, Sarah Hawks	3 yrs. 11 mos.	Jno. S. & S. C.
Apr. 16		
Claff, Ella Arnaut	14 yrs.	J. J. & E. E.
Apr. 20		
Howard, Lena Bell	3 yrs.	E. & O.
Howard, Fanny Pearl	7 mos.	"
Apr. 21		
Porter, Edward Brewster	1 yr.	Ed. & Mary
Mar. 21		
Brooks, Charles Klink	6 mos.	Jno. & P.
Apr. 28		
Spencer, Trenstall	44 days	R. P. & L. J.
Apr. 30		
Holland, Lellie Martin	16 yrs.	O. S. & L. P.
May 12		
Ingram, Sarah Florin	37 yrs.	
Ingram, John Burnett	8 yrs.	W. & S.
May 30		
Hare, Annie Henrietta	5 yrs. 6 mos	S. E. & L. A.
Swift, Herman Holt	2 mos.	G. P. & L. E.
Swift, Ada	6 yrs. 7 mos. 24 days	"
Swift, Belle	8 yrs. 7 mos. 17 days	"
Gabbett, Leonora Epping	2 mos. 15 days	G. C. M. & Mary
July 4		
Smith, Alvareta	12 yrs.	
July 14		

MUSCOGIANA, VOL. 5, NOS. 3 & 4

Woolfolk, Henrietta Evelyn	9 mos.	W. E. & Emily
Woolfolk, Mary Page		Jno. C. & Eliza N.
Aug. 1		
Keith, Daniel	17 mos. 20 days	Daniel & Lucy J.
Aug 2		
Laney, Levings Waddell	30 mos.	N. L. & M. F.
Aug. 15		
McNeil, Jessie May	2 yrs.	Malcolm & Sarah
Sept. 30		
Ford, Frances Savannah	35 yrs.	
Nov. 22		
Harris, Frances Prudence	10 years.	Robert & Prudence
Ford, Thomas Cicero	9 yrs.	Cicero & Frances
Ford, Shelby	7 yrs.	"
Dec. 26		
Two Children of		Mr. & Mrs. Thos. Slade

Chattahoochee River Steamboats, 1846-1860

Compiled by
Thomas Joseph Peddy

The following is a collection of newspaper articles relating to steamboats on the Chattahoochee River, published in the Columbus, Georgia, newspapers, 1832-1860. Unless otherwise indicated, the articles are from the Columbus Weekly Enquirer microfilms. Some years are missing on the microfilm and a few are unreadable. Articles were copied as they appear.

April 20, 1846:

PEYTONA

This excellent Steamer, D. Greer, Jr., Master, will leave this city for New Orleans, Cincinnati, and Pittsburgh, on Sunday the 10th of May. This is one of the very best boats upon the Chattahoochee river, and Capt. Greer as a Master, can not be excelled by any one and to those who design going North by way of the Mississippi river, we hesitate not to say, a more favorable opportunity will not be presented. Capt. Greer's arrangements are such as to insure the utmost comfort.

May 6, 1846:

PEYTONA

The Steamer Peytona left this city for Apalachicola, on Thursday last, and returned on Monday evening. On her return, she made the run to Fort Gaines in 21 h. 7 m., to Eufaula 24.20, and to Columbus in 34.30, which is supposed to be the quickest time ever made upon the Chattahoochee river.

The Peytona will be thoroughly fitted for her trip to Cincinnati and intermediate points, and will depart on Sunday next. No safer or more comfortable conveyance will offer to travelers going in that direction.

December 15, 1846:

THE RIVER

During the past week our wharves have witnessed the unusual spectacle of the arrival and departures of several Steamboats -- the Peytona, Capt. Greer; the Champion, Capt. Cadwallader; the Lotus, Capt. Allen, and perhaps some others. The River is hardly in boatable condition yet, however, but with a small sprinkle more in the upcountry, it will come down booming, and our steamboat boys will have an opportunity of making up for lost time, but being any quantity of Cotton in the Ware Houses here, ready for shipment.

January 12, 1847:

The Champion on her way down, struck a snag, and slightly damaged some of her Cotton.

The Viola, coming up, broke the pitman, which accident will detain her one or two days.

December 14, 1847:

Steamboat Accident. -- We regret to learn that the steamer Charleston, Capt. Wm. B. Phillips, on her downward trip, on the 7th inst. run aground on Woolfolk's shoals, and was sank. She had on board nearly 500 bales of cotton, all or nearly all of which has been saved, though a portion of it was partially damaged.

We are happy to learn, since the above, that the boat has been raised, and that her injuries are but slight. She will, therefore, very soon resume her place upon the river.

May 30, 1848:

Steamer Sunk. -- We learn that the steamer Charleston, Capt. Phillips, on her downward passage from hence to Apalachicola, having on board about 600 bales of cotton, was snagged and sunk about fifteen miles above the junction of the Chattahoochee and Flint rivers. Her cargo will probably all be saved, though a portion of it will be in a somewhat damaged condition. Of the probabilities of raising the boat, we have not been able to obtain any information. She is the property of Wm. S. Nell.

January 23, 1849:

The Steamers Boston and Southerner arrived this morning, both freighted with Groceries &c. We are informed that several other boats are daily expected, freighted in the same way.

April 10, 1849:

STEAM BOAT FASHION

We have been requested to publish the following Card, signed by the passengers of the Fashion, on her last trip from Apalachicola to this city. The tribute to the merits of Capt. Robinson, will be recognized by all who know him:

We the undersigned passengers on board the Steamer Fashion, during our trip from Apalachicola to Columbus, commencing April 6th, do tender to Captain A. Robinson our thanks; also to the officers of the boat for their polite attention, and gentlemanly deportment; the order, skill and quiet, with which the Boat was managed, their untrying efforts to contribute to the comfort of the passengers, call from us the testimonials of our respect for Capt. Robinson and officers of the Boat, for the kind manner which we were treated.

Jno. J. Hutchinson
Weeks Pippe
William Mount
Jno. Gillespie
Geo. W. Williams
David Foster

Jos. Colwell
G. H. Tuttle
Jesse Barnard
Wm. Toney
N. C. Bass
John C. Mangham.

June 5, 1849:

STEAMBOAT DISASTER

We have been politely furnished by Captain Jones, with an Extra of the Apalachicola Advertiser, containing the following melancholy intelligence. The disaster falls on our citizens with saddening effect, as the Steamboat Emily, her officers, crew and passengers were known to the most of us, and appreciated as they should be by all who know them. To the friends and relatives of those who lost their lives by this accident, and to such as have been seriously injured, we tender the sympathies of the community. For the worthy and gentlemanly Captain of the Emily, whose misfortune of the river a few months since is still vividly impressed on the public mind, we would, if we could venture to do so, ask something more than mere human sympathy. All, however, that we are authorized to do, is to join our wishes with his numerous friends that he may speedily

STEAMBOATS

recover from his injuries, and with his officers and crew that have survived the disaster, be ready and able again to enter upon their respective vocations: --

On last Monday, the 28th inst. the steamboat Emily burst a boiler, just as she was in the act of leaving our wharf. Only two or three revolutions of the wheel had been made when the explosion took place. There was a full cargo, and thirty-five persons in all on board. The following is a statement of the condition of each individual, three days after the accident:

H. W. Vanveghton, Captain, one rib broken - doing well.
E. W. Starr, Clerk, uninjured.
T. P. Larns, 2d Clerk, uninjured.
Charles Markham, Mate, uninjured.
Wm. MaHaffey, 1st Engineer, scalded - doing well.
Simon Hudson, Assistant Engineer, badly scalded - dead.
Chas. Fields, Assistant Engineer, slightly scalded.
John Kelly, 1st Pilot, uninjured.
Lewis Porter, (colored) 2d Pilot, uninjured.
William Townsend, Assistant, uninjured.
Wm. Magner, Watchman, badly scalded - dead.
Thos. McDonald, 1st Steward, uninjured.
Wm. Wadsworth, 1st Cook, uninjured.
Wm. Carlisle, 2d Cook, uninjured.
Aleck, a boy belonging to Mr. Austin, Killed.
Richmond, boy belonging to Mr. Austin, slightly scalded.
Brown, boy belonging to Mr. Austin, slightly scalded.
Buster, a boy belonging to Mr. Wisholm, slightly scalded.
Albert, boy belonging to Reed Ivey, slightly scalded.
Moses, boy belonging to Mr. Freeman, injured - doing well.
Barney, boy belonging to Mr. Rankin, unhurt.
Lun, boy belonging to Jesse Crowell, unhurt.
Alfred Sap, free boy, supposed to be drowned.
Nebon, boy belonging to Mr. McGehee, supposed to be drowned.
White boy named Clark _____, drowned.
John Moore, of Liverpool, legs broken and otherwise uninjured.
Jane Wilson, (colored) chambermaid, slightly hurt.

PASSENGERS -- Capt. John A. Morton, uninjured; Mr. Hutton, do. Two other passengers, do. Two negro women saved. Total Killed and missing _____?

Two bodies were found yesterday -- one that of the lad Clark, and the other a negro attached to the boat as one of the crew, leaving one missing.

We are requested to return the thanks of the officers of the boat to the citizens of Apalachicola, for their prompt assistance, and sympathies for the injured.

A coroner's jury was summoned to deliberate on the cause of the accident. They came to the conclusion, "that the death of Magner and others, was caused by injuries received at the time of explosion of the boilers of the steamer Emily, on the 28th day of May, 1849."

After having taken into consideration of the evidence, which will be given hereafter, the jury passed the following resolution:

Resolved, That the Jury of Inquest take this occasion to express their opinion that it is the duty of the Government to provide some adequate test, either by hydraulic pressure or otherwise, for ascertaining more effectually the condition and strength of steamboat boilers.

The following is the evidence given before the Jury, which we publish entire, leaving every one to draw their own conclusions and forbearing to make any further comments:

John Kelly, Pilot, being sworn says: -- That about one minute before the boilers of the Emily exploded, the engineer tried the escape valve, and he thought there was more water than steam, or too much water to permit of an explosion, that he knew of no defect in the boilers, and has great confidence in the judgement and capacity of Mr. Mahaffey, the engineer.

Charles Fields, third engineer, being sworn, says: -- That he knew of a crack in the boiler of the Emily; was told of it by the second engineer, the crack was very slight, and light could not be seen through it - that he and Mr. Mahaffey, both thought the injury not dangerous; that a small quantity of steam would ooze through, when a heavy head of steam was on; that the character of Mr. Mahaffey, as an engineer of skill, prudence, and capacity was generally well spoken of on the river. That he attributed the explosion to the defect in the head of the boiler.

Richard Parker, Inspector of Boilers, being sworn says: That he is an Inspector of Boilers on Steamboats; that he inspected the boilers of the Emily in December last, and gave certificates of soundness to Captain Hall; that he considered the boilers sound, and that he knew of no defect in them at the time. That from an examination of the head of the injured boiler since the explosion, he is satisfied that the accident was owing to the weakness of the head, and the extremely bad quality of the Iron.

Thos. McDonald, Steward, being sworn, says: That he saw the Inspector, Richard Parker, on board the steamer Emily, in November or December last, engaged in examining the boilers. That he called the attention of Mr. Mahaffey to the crack in the boilers, who told him that it was not dangerous.

Charles Markham, Mate, being sworn, says: That he heard of a defect in the boiler of said boat, but knew nothing of it himself; considered Mr. Mahaffey competent and careful as an engineer.

Capt. Jacob Ryner, being sworn, says: That from the appearance of the injured boiler of the steamer Emily, the head was made of very bad iron, it being in layers or sheets, never having been properly welded together; and he considers the explosion as the result of weakness in the head of the boiler.

Daniel Fox, Engineer of steamer Quincy, being sworn, says: That he knew of no defect of the boilers of the steam engine himself; but Mr. Mahaffey told him that there was a small crack in the head of one boiler, but that he (Mahaffey) did not think it dangerous; that the crack, according to his opinion, formed from examination since the explosion, was about three inches on the outside and ten inches on the inside, and that he would have acted as engineer with great care and caution.

November 6, 1849:

Steamboat Wynnnton

We notice at the wharf a new Steamboat, built at Pittsburgh during the past summer, under the direction and superintendence of Capt. Cadwalader. This boat seems from its light draft, its length, and particularly its breadth, to be peculiarly adapted to the navigation of our river. The name, Wynnnton, after the beautiful village in the immediate neighborhood of the city, strikes us as just the thing it should be. We understand this lofty specimen of steamboat architecture -- she is tall between decks -- will be commanded by our fellow-citizen, Capt. Jno. A. Morton, whose industry, perseverance, and gentlemanly deportment have secured the respect and confidence of every man, woman and child that ever patronized him. May he meet no breakers on his downward, and no snags on his upward passages.

March 26, 1850:

Just as we are going to press we learn that the steamer H. S. Smith, which left here on Sunday evening for Apalachicola, took fire about thirty miles below this city, and was entirely consumed. She had on board about one thousand bales of cotton, all or most of which was burnt.

Our informant, who escaped from the Boat, was not able to state whether any lives were lost, owing to the fact that some of the crew and passengers escaped to the east, and some to the west bank of the River, and there had been no communication between them, up to the time of his leaving. We will when we learn them, give full particulars.

September 23, 1850:

Steamer New Boston

We were somewhat surprised a few days since, when the water in our river was at a low stage, to hear the shrill whistle of a steamer as it approached the wharf. It was the New Boston, built during the summer at Pittsburgh, under the superintendence of our energetic fellow citizen Capt. Henry T. Hall, expressly for the trade between this place and Apalachicola. The papers of Pittsburgh speak in terms of the highest admiration of the materials and construction of this boat, and from personal inspection, and what is more convincing still, the actual trial made with her on not more than two and a half feet of water, we are satisfied that she is just the shape, and form, and draft for the Chattahoochee. It is only necessary to say that the New Boston was well freighted, and that her upward trip was in good time. Such a boat, with Charley Lee as her captain, will neither want for freight or passengers.

October 19, 1852:

Survey of our Rivers

Capt. J. M. Scarritt, U. S. A., has been ordered by Gen. Totten to make a survey of the Chattahoochee and Flint Rivers, for the purpose of reporting in time to secure an appropriation by the next Congress, for the navigation of these rivers.

We have been informed that the removal of a few of the worst snags would greatly lessen the danger of navigating the Chattahoochee, and that the cost of removing them by Snag-boats, such as are used on the western rivers, would be very inconsiderable compared with the benefit to be derived from such an application of a small portion of the money paid into the National Treasury by this section of the union.

Will Pierce veto all such bills or will he act with the Democratic majority in Congress:

October 26, 1852:

Severe Gale at Apalachicola

Macon, Ga., Oct. 18. -- A severe gale was attended with destruction of both life and property, commenced to blow at Apalachicola, Fla., at about eight o'clock on the morning of Saturday, the 9th inst. The following is a brief synopsis of some of the disastrous results that occurred from it.

The pilot-boat Cygnis, Capt. Howard, was sunk at her wharf, and Capt. Howard and two of his men were drowned.

The brig Metamora was forced on the beach near Sumner; and the brig Glen went ashore, but it was anticipated that the latter would be got off.

The steamer Palmetto and Albany were driven from the wharf and totally wrecked. Many lighters and pilot boats were also upset.

The lantern at the Light House on Dog Island was likewise injured, and the Keeper's dwelling destroyed.

November 29, 1853:

The new steamer South Carolina (built at Pittsburgh, Pa., during the last season) under command of Capt. W. J. McAllister, (A. O. Blackmar, Jr., clerk,) arrived at our wharf on Saturday evening last, at 9 o'clock, bringing a heavy freight of merchandize from Pittsburgh, Cincinnati, New Orleans, &c. She is a fine looking craft, of good model, and is altogether a first class river Boat. -- Success to her and her gentlemanly commander.

Another new steamer, the Oswichee, built at the same place, and commanded by Capt. Jno. A. Morton, of this place, will also be up as soon as the water in the river will justify it. She is a somewhat larger Boat than the one first named and cannot navigate the Chattahoochee in its present state, at least not to this place.

Steamboat Disaster

The steamboat Franklin, Capt. Berry, from this place to Apalachicola, with about 1100 bales of Cotton took fire when about eleven miles above the latter port, on Thursday morning last, and was entirely consumed, cargo and all. Most of her cargo was from points on the river below Columbus, and we learn that about 130 bales belonging to Mrs. Boykin of our city. One negro of the crew was lost and the Captain himself very narrowly escaped, and was only saved by the assistance of the Mate Markham. We have not heard the particulars, but learn that no blame attaches to the officers of the boat.

February 7, 1854:

Another Steamboat Burned!

We give in another column, the particulars of the destruction of the steamboat Georgia, at New Orleans, with the loss of life thereby. On the same day that we heard of this calamity, the intelligence reached us that the steamer Eagle, running between this place and Apalachicola, had also been destroyed by fire, at or near Neal's Landing in Florida, on Monday evening, the 30th ult. We have not been able to gather any

minute particulars, but learn that the fire was discovered about 2 o'clock in the afternoon, issuing from a portion of the boat, aft the wheel. Some reports have it from the engine room, others from the ladies' cabin, &c. The boat was loaded with about 1300 bales of cotton -- all of which we believe was insured. The boat herself was owned principally, by Capt. H. T. Hall and others here, and her commander, Capt. Chas. M. Lea. She was valued at \$16,000, and uninsured. Four negroes, belonging respectively to Capt. Hall, J. L. Mustain and J. R. Ivey, all of this place, were on board the Eagle, and were either killed or drowned.

P. S. -- Since the above was in type, we have accounts of seven more steamers being burnt, at New Orleans, with any amount of property destroyed, lives lost, &c.

TERRIBLE CALAMITY! -- The steamboat Georgia, from Montgomery, Ala., was burned at New Orleans on the 30th ult., and forty lives are said to have been lost, one half of which were negroes. Twelve hundred and fifty bales of cotton were consumed in her. The boat and cargo are a total loss. The cotton was insured. The passengers lost are said to have been from North Alabama and South Carolina, on their way to Texas. -- The papers of the boat, together with a list of her passengers being consumed, the names of the sufferers cannot now be given.

Among these latter, however, we notice the names of Mrs. Jolly and child, Randolph Co., Ga., Mr. Jackson and child, Barbour Co., Ala., leaving a wife and eight surviving children entirely destitute, also 19 negroes belonging to different masters in Carolina and Georgia. No bodies have yet been found.

The survivors state that Dr. Young, of Hancock Col., Ga., lost a valuable servant, his medical books, surgical instrument, &c. only saving his clothes.

November 14, 1854:

River Navigation Opened.

The recent rains have had the effect to raise our River sufficiently for navigation purposes and we think we may consider the Boating season as having regularly commenced. Two steamers left our wharves last week for Apalachicola, and another -- the Oswichee -- on yesterday. We suppose this state of things will be most heartily welcomed by our river friends below, who have thus far been prevented from getting their crops to market by the river route, but who will now have it in their power to forward their Cotton either north or south, as their interest may seem to dictate.

What was deemed improbably and visionary by many but a few years since, when prophesied by one of our late citizens, that "in less than ten years the Chattahoochee would run up stream" -- alluding to the course of cotton up instead of down the river -- has already become history. To how much greater extent this will proved true in the future remains to be proved. We can only say to our friends in the lower Counties, we are at all times prepared to extend a most hearty welcome and prompt attention to them and their products, whenever they may think proper to favor us with their presence or business.

January 9, 1855:

Our River

On Saturday last a slight rise had taken place in the Chattahoochee, the water having attained a depth of five feet in the channel. Without more rain, however, the rise cannot be maintained. The steamer Cusseta left on Saturday, since which there have been no arrivals or departures. The long continued low state of our river has proved most disastrous to the planters below, and has worked serious inconvenience to our

merchants. We look with much anxiety for the regular opening of our river navigation, by which we hope to experience some relief from the pressure which is much aggravated by the long continued suspension of the facilities afforded by this important highway.

February 27, 1855:

Our River

The anxious hopes of our citizens for the regular opening of our river navigation have been thus far doomed to disappointment. The steamer South Carolina succeeded in reaching the Wharf Tuesday evening with a small portion of her freight, the remainder having been discharged to enable her to pass the bar at Race-path, at which point she found 2 feet 11 inches water. She returned for the balance of her freight yesterday and will leave again for Apalachicola this morning. The weather is now clear, and no indications of rain.

March 27, 1855:

Rain and a River, at last

We are happy to announce that the recent rains have had the effect to raise our river some five feet, so that at present we have abundant water for navigation, with a prospect of its continuing for an indefinite period. This long looked for blessing will be hailed with general delight by town and country, by merchants and planters, in fact by all classes of our citizens, for all are more or less affected by the interruption of communication on this important highway. We now look for a considerable improvement in our business affairs, and somewhat less of stringency in the provision market, which, we must confess, has for some time past been rather tight for general convenience.

We may also expect lively times on the river, while the season lasts, as there are vast quantities of up-freight below and any amount of cotton destined either up or down.

July 3, 1855:

Rise in the Chattahoochee

The late rains have had a sensible effect upon our River, which on Sunday 24th had risen over three feet, and enabled two boats -- the Oswichee and General Stokes -- to reach their wharves on that day. We understand they brought full freights. We fear that the favorable state of things is destined to be but temporary, as the River commenced falling again on Monday.

July 10, 1855:

Rain and the River

Our section has at last been abundantly blessed with rain. The crops of Corn are now in fine condition and placed beyond the reach of danger from drought, and from indications now the yield will probably be the largest within many years. Our river is again in good order for boating, although there is but little business in that line remaining to be done. Two steamboats -- the South Carolina and General Stokes -- arrived at our wharf on Thursday, with full freights from Apalachicola.

December 4, 1855:

OUR RIVER

Within the past week we have had some rain, but the powder-like dryness of the earth has caused the most of it to sink where it fell. Our river, which for two or three weeks past seemed desperately determined to make a creek of itself, begins again to assume something of its wonted proportions and appearance in former years.

As one among many other evidences of the truth of what we have asserted, we will remark, in passing along, that the steamer Oswichee, in charge of her persevering and gentlemanly commander, Capt. Van Vechton, arrived at the wharf [line unreadable.] We indulge the hope that our river will behave a little better than it has done for a year or two past, and that Capt. Van and other steamboat friends will again fill the stores of our merchants with the substantials so necessary for the comfort of the inner man.

Columbus Enquirer Tri-Weekly, January 3, 1856:

Like Old Times

Since the rains set in, as we have heretofore intimated, our steamboat friends have been constantly loading our wharves with the ten thousand necessities and luxuries of life. During the past week diver steamers have arrived and departed, which the effect of Christmas, and the noise and confusion generally, has prevented us from daily noticing, we will try and do better hereafter.

In addition to the upward bound cargoes, we discover that a portion of the cotton is taking its way down the river. As proof of this, we would state that the steamer Oswichee, Capt. Van Vechton, leaves this morning with upwards of seven hundred bales, and would have taken on three hundred more, but it was found impossible to get them drayed to the wharf before the hour of departure.

Columbus Enquirer Tri-Weekly, January 22, 1856:

Steamboat Disasters on the Souther and Western waters. -- Mr. Lloyd, the publisher, is here to procure a list of the Licensed Engineers and pilots, and the dimensions of the Steamboats plying to and from this point. The Work will be one of great interest to the public at large, the first edition will exceed one hundred and twenty thousand copies. In forty-four years there has been thirty-one thousand eight hundred and seventy-one lives lost by explosions, sinking, &c. Three hundred and seventy-one boats and cargoes lost, and seventy-one boats seriously injured, amounting in the aggregate to the enormous sum of sixty-seven millions of dollars.

February 5, 1856:

The River, Cotton, &c.

Our steamboat friends, though somewhat late in the season, are beginning to be cheered at the prospect of quite a living business this winter. Large quantities of cotton yet remain in the warehouse and in the hands of planters, a considerable portion of which will find its way down our river to the seaboard. A friend informs us that some three or four hundred bales, purchased in Montgomery, was drayed from the depot and put aboard a boat for Apalachicola a few days since. Cotton is continually pouring into our city, and constantly pouring out again through means of railroads and river facilities. We are almost, but not quite, afraid that during the next season we shall receive more cotton than can be sent away. We want to see it tried one time.

Columbus Enquirer Tri-Weekly, February 19, 1856:

Our river yet remains in navigable order, and boats are arriving and leaving occasionally. Last week the Cusseta came up, and we are indebted to the gentlemanly courtesy of the Captain, S. H. Hill, Esq., for a full barrel of excellent "bivalves," fresh from the Bay. We tender our acknowledgement for these evidences of the Captain's good feeling.

Columbus Enquirer Tri-Weekly, March 27, 1856:

A FAST BOAT. -- Capt. S. H. Hill, of the steamer Cusseta, left our wharves for Apalachicola on Thursday last, 20th, at 10 o'clock A.M., made fifteen landing going down the river -- at one of which he took on 350 bales of cotton -- and nineteen landings coming up from the Bay. He reached here Monday evening at 4 o'clock -- making the trip in the short time of 4 days and six hours. Captain Hill, however, is a go-ahead man, a skillful navigator, and if he does not meet with success, it is not from lack of energy and untiring industry.

Columbus Enquirer Tri-Weekly, September 2, 1856:

Steamer Chewala

This new steamboat, built for the Chattahoochee and now ready to leave Pittsburgh on the first rise which will let her over the falls at Louisville, Ky., is of the following dimensions: Length, 135 feet; breadth of beam, 28 feet; depth of hold, 4 1/2 feet; draught, 15 inches; two engines, 14 inch cylinders and 4 feet stroke of piston. She was built at Pittsburgh, and is commanded by that energetic and experienced boatsman Capt. Thomas Merin. We are under obligations to Capt. Thomas Berry, of steamer Tampa, for these facts. Success to the Chewala and her enterprising owners.

Columbus Enquirer Tri-Weekly, November 18, 1856:

The light-draft, Georgia-built steamer, Florence, arrived from Apalachicola on Sunday evening with up-freight. Our river has fallen considerably and is now probably, too low for navigation by the larger boats. Very little cotton, however, will be shipped from this city this winter by the river, unless the railroads should be unable to keep up with the demand for shipment.

Columbus Enquirer Tri-Weekly, November 27, 1856:

The hull of the steamer Wave, built in this city, under the superintendence of Charles Blain, was successfully launched into the Chattahoochee on Tuesday afternoon. It is a beautiful and symmetrical keel, larger than any boat on the river, and very staunch and well made. It drew 18 inches fore and 15 inches aft. We learn that the machinery and cabin fixtures of the J. L. Day, which now lies alongside, are to be transferred to the Wave, and that she will be speedily completed. She will no doubt be a favorite on our river, and a very creditable specimen of Georgia skill and progress.

June 23, 1857:

We learn from Apalachicola Advertise, that the new light draught steamer Florence, Wing, Master, will during the present summer run regularly from this point to Columbus. It is generally conceded that the Florence is one of the lightest draught boats on our river, and peculiarly well adapted to the lowest stage of water, and therefore deserves a liberal share of patronage.

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Our acquaintance with the polite officers of this boat warrant us in the assertion that no pains on their part will be spared to render the trip as pleasant as possible to those who may take the Columbus route going North.

Columbus Enquirer Tri-Weekly, August 25, 1857:

From Apalachicola

The steamer Florence, Wing, master, arrived at our wharf on Sunday evening, with freight and passengers, from Apalachicola. She leaves this morning on her down trip, and is the only boat that runs throughout the summer months.

Columbus Enquirer Tri-Weekly, May 30, 1858:

The Steamer Wave. -- By the last number of the Abbeville (Ala.) Advertiser, we perceive a correspondent writes in the most flattering manner of a pleasure trip to Apalachicola on this noble craft, which was built at this city. We agree with him in every thing he says about Capt. Wingate, and her popular, gentlemanly pilot, Brockway, and her officers generally; we know, too, that he speaks the whole truth about the hospitality he received on board, and the matchless charms and beauty of the Columbus ladies who were on board. Columbus can not be beat!

Columbus Enquirer Tri-Weekly, June 22, 1858:

Lines of Steamers - Columbus and N. Orleans

We find in the last Apalachicola Advertiser notices of applications to be made to the next Florida Legislature for charters for two companies -- one to be called the "Apalachicola & Columbus Steamboat Company."

The want of regular connections at Apalachicola with steamers from New Orleans has been a serious drawback upon the grocery trade of our city. -- Could our merchants (like those of Montgomery) always take advantage of favorable conditions of the New Orleans markets, and be sure of prompt shipments and through freightage at cheap rates, Columbus would be largely benefitted as a grocery market. this need can very readily be supplied during the greater portion of the year, and we trust that the companies for which charters are asked will supply it. We are convinced that nothing but regular and reliable steam communication between New Orleans and Apalachicola is needed to give a new impetus to the trade between Columbus and New Orleans, and to augment largely the business of our river boats. Is it not the interest of our grocery merchants to see that these companies shall not fail to accomplish their object for the lack of capital or assurances of support?

Columbus Enquirer Tri-Weekly, July 6, 1858:

The Chattahoochee was rising yesterday. It has this year afforded better and less interrupted navigation than for many seasons previously; in fact the water has held out better than the business on the river, and most of the boats have "laid up" for want of freights, not the lack of water.

Columbus Enquire Tri-Weekly, August 21, 1858:

MUSCOGIANA, VOL. 5, NOS. 3 & 4

Steamer General Stokes. -- This boat commanded by Capt. Woodruff arrived from Apalachicola on Thursday morning last. She brought but little freight, of which was seven bales of Sea Island cotton. We are unable to learn when she will depart for Apalachicola.

There was on yesterday noon, about six feet of water in the channel.

Columbus Enquirer Tri-Weekly, August 31, 1858:

Steamer Stokes, River, etc. -- The Gen. Stokes commanded by Capt. Woodruff, is now lying at the Race Paths bar, for want of sufficient water to reach our port. She has a small freight, consisting of Cotton, Shingles, Iron, etc. She reached the above bar on Thursday last the 26th inst.

The River is therefore very low, and from the present state of the weather, we presume the indications are averse to another early swell in the Chattahoochee. To such of our down country friends as have goods here awaiting shipment to the points nearest their place of business, we can inform them that there are several boxes here which could be brought into requisition during the period of low water.

Columbus Enquirer Tri-Weekly, September 11, 1858:

Departed for Chattahoochee. -- The box BEE, owned by Messrs. Bryant and Poitevent, departed on Thursday last, for the above port and intermediate landings, with a cargo of about 400 barrels of different kinds of merchandize.

Steamer Stokes. -- A portion of the crew of this boat left on yesterday, to make an effort to bring her from her present moorings, (at the Race Paths) to our wharf. The parted left in anticipation of an immediate rise in the river, but we presume the boat cannot reach here until a better river comes along. The river has fallen several inches since the crew went down, and up to noon yesterday was still falling.

Columbus Enquirer Tri-Weekly, September 14, 1858:

River News. -- On yesterday noon there was about five feet of water in the channel, and the river slowly falling. The clouds above us, at this writing, are indicative of more rain.

The steamer Stokes, Capt. Woodruff, from the Race Paths, arrived with the cargo heretofore mentioned, on Saturday 11th, at 7 P.M., and will depart for Apalachicola -- sometime to-day.

The steamer Chewala, Capt. Berry, from Eufaula, with 206 bales cotton, arrived on the evening of the 12th inst. at 7 o'clock, and will leave for Apalachicola to-day at 10 A.M.

The steamer Florence, Captain Lea, bound from Florence to this place, was hourly expected to arrive, at the time we went to press last evening.

Columbus Enquirer Daily, October 14, 1858:

The Box Hunter. -- By advertisement it will be seen that this box will leave our wharf on Friday evening next at 4 o'clock. From what we have heard, the box is a good one, the owners careful and worthy; and if any craft can run where the ground is a little damp, the "Hunter" is that box. Send down your freight.

Columbus Enquirer Daily, October 19, 1858:

The Box Hunter Sunk. -- This box, with a cargo of some three hundred barrels of assorted merchandize to destinations below, was sunk, at the Race Paths, on Saturday the 16th instant, by coming in contact with a line which was stretched from the steamer Florence to the shore. We learn the cargo was saved in a damaged condition.

Columbus Enquirer Daily, October 29, 1858:

Weather - Boats. -- After much rain, we again have a day of sunshine, shaded only by broken and floating clouds. The air is not yet so cool as we could reasonably anticipated after such a rain at this season of the year; nor has our river yet risen much. There will be, however, in all probability, water enough for the boats to leave this afternoon and we learn that two or three of them will do so. The Wave is taking on a good deal of cotton for Apalachicola, and will certainly leave this evening if possible.

Columbus Enquirer Daily, October 30, 1858:

Our River rose to a good navigable stage yesterday. The steamer Wave left for Apalachicola, with cotton, yesterday, and the South Carolina this morning.

Columbus Enquirer Daily, December 11, 1858:

Cotton at Apalachicola

Extract of a letter to the Junior - dated

Apalachicola, Dec. 6. -- Cotton continues to come in freely. Steamer Wave arrived on Saturday with 1400 bales; Oswichee on Sunday with 1179; Stokes to-day with 475, and Ben Franklin with 900 -- in all, 3954 bales in three days. Wave left yesterday morning for Woodville, no higher; Oswichee for Eufaula; Ben franklin leaves to-night for Eufaula and probably Columbus.

Columbus Enquirer Daily, December 20, 1858:

The Steamer Stokes. -- This craft, recently reported by us as sunk below this place, was raised again and having proceeded to Chattahoochee, Fla., to deliver way-freight, returned to our wharf on yesterday morning.

Columbus Enquirer Daily, April 5, 1859:

Cotton on the river between this city and Apalachicola has been nearly all taken off by the boats, and there is at present but little freight, either up or down. Several of the boats have laid up for the season. The river however, is at a very good navigable stage. The Ben Franklin was at our wharf yesterday.

Columbus Enquirer Daily, April 9, 1859:

The Eufaula Packet. -- We are glad to learn that parties of this city and Girard are building a small steamer to run between Columbus and Eufaula -- which, it will be recollected, was first suggested by the Eufaula Spirit a few weeks since, and seconded by us. The hull of the boat is building at the boat-yard below our wharf, and the machinery is to be made at the Columbus Iron Works. The length of this little steamer

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will be 120 feet, her breadth of deck 22 feet, and beam 16 feet; and she will be of very little draught. It is contemplated to have her ready for service by the middle of June or first of July at farthest.

We are still of the opinion that this enterprize will pay, and will be moreover quite a convenience to our citizens. What excursion could be more agreeable during this summer than a pleasure trip to Eufaula and back on a trim little boat? There is also at all times considerable way travel and transportation which such a boat would secure. We wish success and profits to the enterprize.

Columbus Enquirer Daily, April 20, 1859:

Steamboats. -- The steamer Oswichee arrived from Apalachicola on Sunday afternoon, and after discharging, went into summer quarters below our wharf. The South Carolina arrived on Monday night, with a large and assorted cargo of merchandize. The river could still be navigated with ease, but there is not much business to do.

Columbus Enquirer Daily, May 6, 1859:

The Steamer Wave arrived early yesterday morning, with a fair up freight, and during the day was taking on cotton for Apalachicola.

Columbus Enquirer Daily, May 9, 1859:

The steamer Chewalla was at our wharf on Saturday, unloading a considerable cargo of Northern freight, and preparing to take on cotton for Apalachicola. Our river is getting low.

Columbus Enquirer Daily, May 16, 1859:

Steamer Gen. Stokes

This light draught steamer, Capt. L. T. Woodruff, we are pleased to learn, after having been thoroughly repaired and overhauled, has now taken her place on the river as a Summer Packet between this port and Columbus. We wish her enterprising Captain all possible success in this undertaking, for we learn that mainly through his efforts and representations that a boat would at all times be ready during the coming summer to deliver at Columbus and intermediate landings, such freight as might be shipped from New York and New Orleans, thousands of barrels will find their way up our river that would otherwise have been diverted to Montgomery and Savannah, to the great detriment of our merchants, boating interests, &c. -- Apalachicola Adv.

Columbus Enquirer Daily, June 4, 1859:

For Apalachicola -- The steamer Gen. Stokes, Capt. L. T. Woodruff, will leave our wharf at 10 o'clock this morning.

Columbus Enquirer Daily, June 10, 1859:

The Columbus Iron Works. -- The Steam engines and other iron work for the little steamer "Telegraph" -- designed to run the river between this city and eufaula during low water -- are building at this foundry, and appear to be excellent specimens of workmanship.

Columbus Enquirer Daily, July 14, 1859:

Our river is navigable for light draught boats. The Chewalla came up on Tuesday night, and was at the wharf yesterday.

Columbus Enquirer Daily, August 16, 1859:

Our River has had a season of refreshing during the late rains, and is at a stage allowing excellent navigation. The steamer Gen. Stokes arrived from Apalachicola on Sunday afternoon, with a large freight; and the new little steamer River Bride is expected in a few days from the bay with as large a cargo as she can stow.

Columbus Enquirer Daily, August 20, 1859:

Steamers. -- The River Bride and stokes arrived yesterday from Apalachicola, with good freights. River falling.

Columbus Enquirer Daily, September 23, 1859:

Our river has been falling for several days, but still affords good navigation for the smaller boats. The little Columbus-built steamer River Bride seems to have as much down freight as she can stow on board.

Columbus Enquirer Daily, October 24, 1859:

Arrival of the Boat

One of the boats built by Messrs. Beck & Fleming, for navigating the Chattahoochee river north of this place, arrived on Sunday evening last, from Collin's mill, some ten miles below here, where it was built, bring up a small lot of cotton, which was sold early Monday morning at 10 1/2 cents.

The arrival of the boat created considerable excitement among our citizens, as there were some who were well acquainted with the river below who entertained doubts of its getting over the shoals which they knew to exist. Indeed, some have doubted from the outset the practicability of this experiment, notwithstanding the assertion of Messrs. Beck & Fleming that the river could be navigated with these boats, but since they have succeeded in running up through the shoals below the city, we believe every doubt has been dispelled as to their ability to navigate the river above us. It must be remembered, too, that the river is now at an unusually low stage for the season, and as soon as the winter rains begin, there will be nothing to prevent the boats from running regularly between this place and Franklin, and farther if necessary. -- West Point Citizen.

Columbus Enquirer Daily, November 8, 1859:

Steamer Gen. Stokes

We regret to learn that this steamer owned and commanded by Capt. L. T. Woodruff, which left here a few days ago, having two barges in tow, with freight to Columbus, sunk at Euchee Shoals. We have no particulars in regard to her sinking, but understand that the boat had but a few barrels of freight on her decks, and consequently the principal or only loss will be the boat. -- Apalachicola Advertiser

Columbus Enquirer Daily, November 22, 1859:

Rain in Earnest. -- Yesterday was one of the gloomiest days within our recollection. Much rain fell throughout the day, and appearances indicated that the winter rains had set in at last. We may look now for a rise in the river, and the resumption of their trips by the large boats. The Oswichee had already moved up from her low water moorings to the wharf in expectation of a speedy rise. The little River Bride brought up a large freight on Saturday night and yesterday -- having to leave a portion of it below on Saturday and returning with it yesterday about noon.

Columbus Enquirer Daily, November 24, 1859:

Our river being now navigable for the larger boats -- though barely so at present, and on a stand or falling -- cotton begins to move down the river. The Oswichee took off some five hundred bales by that route on Tuesday, and as there is a lack of facilities for transportation to Savannah by railroad, we may expect each boat leaving our wharves hereafter to take as much cotton as the stage of water will admit. It is surmised, however, that the Central Railroad will now send up more cars to take cotton from our crowded warehouses. there's nothing like competition to make commerce move briskly, even if the competitors are fire and water.....

Columbus Enquirer Daily, December 13, 1859:

River Business. -- The sight of four steamboats at our wharf together yesterday presented quite a business-like appearance. The Munnerlyn brought up a large freight and we presume that the others did not come up "light." The river is at a fine navigable stage, and likely to remain so. The opening of this channel of commerce will be a relief to our warehouses and an advantage to trade generally.

Columbus Enquirer Daily, December 19, 1859:

Our River has risen considerable since the rains of Friday. The height of the water had previously caused a suspension of the work on the piers of the new Railroad Bridge, and we think there is but little probability of water sufficiently low to allow a resumption until next summer.

The fine new steamer Marianna was at our wharf on Saturday. We have now on the river the best fleet of boats that has navigated the Chattahoochee for a number of years, if ever before.

Columbus Enquirer Daily, December 22, 1859:

Accident to the River Bride. -- We regret to learn that this deservedly popular little steamer met with a serious accident yesterday morning, in having her boiler entirely burned out. The engineer had caused the boiler to be filled the evening before, and mistrusted nothing wrong when fires were put in next morning. The accident will cause her delay until a new boiler can be supplied, which will be within two or three weeks at the outside. Her cargo has been transferred to a barge, and leaves for the landings below this morning. It is fortunate that we have in our city a boiler manufactory, where such accidents as this can soon be remedied. The Columbus Iron Works, we believe, is to furnish the new boiler. -- Sun.

Columbus Enquirer Daily, January 3, 1860:

River Business. -- The steamer Oswichee arrived on Sunday morning, with twenty-five hundred barrels of up-freight from Apalachicola; and the Munnerlyn on Monday morning, loaded down to the guards.

The river was falling yesterday, but if the telegraphic reports of very high waters in upper Georgia on Sunday included the region through which the Chattahoochee and its branches run, we may reasonably look for an additional rise to-day.

Columbus Enquirer Daily, January 4, 1860:

Steamboats Aground. -- Our river fell very rapidly on Monday night, and on Tuesday morning the extraordinary spectacle was presented of the steamers Oswichee and Munnerlyn high and dry upon the wharf. They had been discharging heavy cargoes of up freight, and the Oswichee had taken on a portion of her down cargo, lying in the shallow water over the wharf to facilitate these operations. So fast was the fall of water when it was discovered they were on bottom, that they had settled heavily and fast before preparations for moving them could be brought to bear. In the morning the Oswichee hardly touched water at all, and only the stern of the Munnerlyn was in her proper element. They both lie careened and on uneven foundations (the bow of the Munnerlyn and the stern of the Oswiches being left unsupported) and there is reason to fear that the timbers and machinery will be much strained. The Munnerlyn may possibly be launched or drawn into the water at its present stage, but there does not appear to be any hope of getting the Oswichee afloat until another rise in the river.

The Oswichee is owned by a company of men of small means, mostly of this city, and the injury to their boat and loss of business at this period of the season is very unfortunate. The Munnerlyn, we believe, is owned by Capt. McAllister; she is new and light-draught sternwheel boat.

Columbus Enquirer Daily, January 5, 1860:

The Grounded Steamers. -- All hope of getting off either of the steamers aground upon our wharf appeared to be abandoned yesterday afternoon. Both were then entirely out of the water.

We learn that the Oswichee had extricated herself on Monday night and swung out into the deep channel of the river; but the Munnerlyn being still fast she returned to her assistance, and while tacking with a view to get into the most favorable position, unfortunately run upon the same locality from which she had just made her escape with so much difficulty, and that a second effort to release her proved wholly unavailing. The mishap is a serious one to her owners, but we trust that a generous and discriminating public will help them to make up for lost time when the boat resumes her trips.

Columbus Enquirer Daily, January 11, 1860:

River News. -- The steamer Munnerlyn, that has been high and dry upon our wharf for about ten days, was yesterday successfully launched into the river. The launch was effected with very little apparent injury to the boat, and she righted and sat upon the water as trim and as light as if nothing had happened. She had not leaked a great deal, and the pumps were rapidly relieving her when we were on board.

The Oswichee has not yet been moved, but it is said that an effort will now be made to launch her also.

The Chewalla came up yesterday with a fair freight from Apalachicola, and will leave for that port to-day.

Columbus Enquirer Daily, January 27, 1860:

The Oswichee. -- It seems that this boat was not launched without injury. The straining and chafing of her timbers caused a leak, and she now lies slightly careened at the wharf, sunk to her guards on one side and resting on the bottom of the river. Efforts are making to relieve her by pumping and caulking, and we hope that they will be successful before the river rises.

Columbus Enquirer Daily, January 28, 1860:

The Oswichee. -- The pumps relieved this boat of her leakage on Thursday evening, when she righted and floated at the wharf. She is now receiving freight for an early trip down the river.

February 21, 1860:

Increasing Trade of Apalachicola

It appears to us that the prospects of our growing city was never in a more promising condition than at the present. In all departments of trade and commerce, there appears an unusual briskness -- constant employment is obtained for all classes of labor at remunerating prices, and our levee is a scene of great business activity. Our wharves are crowded with cotton; our warehouses are well filled, and our ships are being loaded with dispatch; our facilities of intercourse with the various foreign and domestic ports are continually increasing, and we believe that the time is arriving now, when it is apparent that the natural course of trade cannot be diverted from a place like ours; naturally and geographically the port of Western Georgia and Eastern Alabama. The trade and commerce of the Chattahoochee and Flint rivers, are naturally tributary to us, and no matter what amount of business may be diverted from us for a time by artificial channels, in the shape of Railroads, bolstered up and sustained by moneyed monopolies, still the trade will find its way back to the old channel as sure as water will seek its own level.

We now have direct communication by Steam semi-monthly with Havana, Key West and the principal Gulf Ports Eastward of us, and two lines of first class Steamers to and from New Orleans. The rate of freight on Cotton from Columbus, Ga., to Apalachicola is only \$1 per bale, and Cotton can be shipped from Columbus through to New Orleans for \$2 to \$2.25 per bale.

We find on reference to our last commercial statistics from Columbus, that for the week ending February 4, 1860, the shipments for the week to Savannah were 2320 bales; per Montgomery Railroad 524; per Steamers to Apalachicola 1062 bales, nearly one third of the shipments. This we would remark is not our average proportion, as for many weeks previous it has been much greater -- the great quantity of Cotton at lower points on the River having prevented the Boats from going so high as Columbus, and thus affording the facility of shipments from that port.

A charter has been granted by the Legislature of Georgia to the Albany and Bainbridge Railroad Company, which will ensure to us the trade of Albany, Ga., and the country immediately tributary to it, which business has of late years been divided with Savannah; but so soon as the Road shall have been built, we think we can delly [sic] Savannah and become the sole possessor of the trade which was once ours and must be again. The stock will be made up and the Road built immediately. The Cotton of Southwestern Georgia, as well as all other description of produce, will find a better market here than at an Atlantic Port, and at least expense of transportation. All that entire section of country can be supplied with Western Produce, Bagging and Rope, Coffee, Salt, Iron, indeed all leading articles of consumption, cheaper through Apalachicola than any Atlantic Port. -- *Apala. Times*

Our River Trade

The other day we copied from the Apalachicola Times an article concerning the revival of the Chattahoochee river trade. In this connection we may mention the encouraging fact that it is contemplated to build at this place, during the coming summer and fall, two or three new steamboats well adapted to our river navigation. At least one of these, we learn, is to be, like the river Bride, a small boat peculiarly fitted for navigating the river at a low stage of water. We are convinced that the trade of Columbus needs, and will

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be greatly promoted by more regular and certain communications with Apalachicola and New Orleans via the Chattahoochee river. The establishment of one regular steam packet between Apalachicola and New Orleans has already done much to demonstrate the importance and economy of this trade. Let the communication by river between this city and Apalachicola be rendered certain and constant enough to justify it, and we shall soon have two or more steamships running regularly between Apalachicola and New Orleans, and may quote cotton at \$2 per bale and New Orleans freight at \$1 per barrel as the regular freight charge between Columbus and New Orleans. When this rate is established as a regular commercial standard, what port in Georgia will offer facilities superior to Columbus as either a cotton-shipping point or a market for the purchase of Western groceries? In direct, cheap and reliable communication with the great cotton mart and Western produce depot of the country, our city could defy all efforts to divert her trade, and could grasp, with Briarean arms, the trade of section that for many years have not had a representative wagon in her streets.

And the thing can be done -- easily done. We need only the right kind of steamboats on the Chattahoochee to accomplish it. Our beautiful river invites navigation for nine or ten months in the year at least, and there is no reason to conclude that, if navigated longer in the summer and fall it would not pay, than there is to assert that the railroads to Savannah and Montgomery will not pay during that part of the year. We know that they will and do pay during the "dull season" -- so called chiefly because planters and others are now obliged to do most of their forwarding and trading in the winter and spring. But let the regular and cheap communication with New Orleans be established, and it would build up for itself a remunerative business and gladden our merchants with the impartation of such an impetus to their trade as no other improvement could afford.

Columbus Enquirer Daily, February 27, 1860:

Five Steamboats were at our wharf together on Saturday morning -- among them the new boat Calhoun, on her first trip up the Chattahoochee. The Marianna had on nearly a full load of cotton, and there appeared to be enough for the others.

Columbus Enquirer Daily, March 3, 1860:

By a dispatch received yesterday, we learn that the steamer Marianna left Apalachicola at 3 o'clock, P.M., on that day, with a full freight. She may be looked for on Sunday night.

The Oswichee left Apalachicola last night at 8 o'clock with a good freight, and may therefore be expected at our wharf on Monday.

Columbus Enquirer Daily, April 9, 1860:

New Boats for the Chattahoochee. -- We met with Capt. Dan Fry yesterday, who is making preparations to start for Elizabethtown, Penn., to superintend the building of his new boat. Its capacity will be sufficient to carry three or four hundred bales of cotton, and during the winter season is designed to ply regularly between Marianna and Apalachicola; during the summer season it will run to and from the latter place to this city. She is designed particularly for the Chipola river.

We are also informed that Messrs. Wingate and Slapater are now having new boats built for the Chattahoochee river trade. The capacity of the former will be sufficient to carry from fifteen hundred to two thousand bales; the latter will not be quite so large. Both are in process of construction on the same ways, and are under the superintendence of Mr. Charles Blain.

A few days since we announced, upon the authority of one of the principal stockholders, that the last named with Capt. Thomas Mehin, had concluded a contract for a new boat for the Chattahoochee. -- This with the others mentioned, will add three new regular boats to the Columbus and apalachicola trade, and supply the vacancies created with the withdrawal of the South Carolina and one or two others that will soon follow. These with others now on the river, and the River Bride and Capt. Fry's boat during the summer -- will give us uninterrupted navigation on the Chattahoochee through the year and supersede the necessity of Slack Water Navigation Companies or other schemes to build up monopolies, and levy tribute upon the commerce of the river. -- *Sun*

April 24, 1860:

Boat Sunk. -- The Oswichee, we learn, sunk at Francis Bend, on the Chattahoochee River, on the 14th inst., on her way from Columbus to the bay. She had on six hundred bales of cotton, all of which, except one hundred and fifty bales in the hold, was set adrift by the sinking of the vessel. The cotton we understand, was all stopped and saved by the vigilance of our citizens at our wharf. The accident occurred by the rudder post, in turning the bend, being driven through the boat. The passengers and crew all escaped without danger. -- *Eufaula Spirit*

May 1, 1860:

Not very encouraging. -- The steamer Munnerlyn arrived at our wharf from Apalachicola, on Thursday night, with several hundred bales of Northern hay, piled in tier upon tier on the guards like cotton bales, and with her hurricane deck covered with Northern-made plows. This is not a very encouraging indication of Southern commercial independence, when we consider the fact that the fields of our planters are yearly overrun with grass that would make as good hay as that imported from the North, and that it is only regarded as an impediment to the almighty cotton crop.

May 8, 1860:

From the *Apalachicola Times*, 2d [May 2, 1860] inst.:

Explosion of Steamer J. C. Calhoun
Nine Persons Killed and Three Dangerously Wounded

The U. S. steamer J. C. Calhoun left this place on the evening of the 28th ulto., with mails and passengers bound for Chattahoochee, Fla.

On the morning of the 29th ult., whilst rounding out from Ridleysville (Bristol Landing,) at 6 o'clock, she exploded, and almost instantaneously took fire and burnt up. Mr. John H. Couch, pilot, at the wheel and Mr. Thos. Anglin, narrowly escaped by taking refuge in the "Texas." As soon as this cloud of steam would permit, Mr. Couch and Mr. Anglin managed to get below, and immediately launched the yawl and went alongside to save any person that might yet be on board. They discovered Mr. Leander M. Crawford, clerk, (and acting captain,) lying near the "doctor," badly scalded and having the main steam-pipe lying across him. Mr. Crawford was immediately carried on shore, and the yawl was taken back to the forward part of the steamer, and the remainder on board were taken off.

The only white person who died from the effects of the explosion, was Mr. Crawford, who expired on the morning of the 30th ultimo, about 2 o'clock after very severe suffering. Dr. T. E. James, of Bristol, Fla., was in attendance and used every exertion to save and relieve the suffering that he possibly could. Those present at the disaster, accord high praise to him for his efforts. Immediately on the receipt of the news here,

STEAMBOATS

the Mail contractors dispatched their steamer Munnerlyn to the scene of disaster. Friends and relatives of parties on board the Calhoun went up, accompanied by Dr. S. W. Spencer, and experienced nurses, &c.

LIST OF KILLED. -- Leander M. Crawford, first Clerk.

Deck hands, (negroes). -- Dick, property of Joseph Atkins, of Virginia; Lewis, do; Henry, property of Joseph Houseworth, of Virginia; Jim, property of Wm. B. Wynn; and Green, property of Atkins & Dunham.

Fireman, (negroes). -- Albert, property of Joseph Atkins, of Virginia; Dan, property of Miss English.

WOUNDED . -- H. R. Atkins, Mate, slightly wounded; W. Church, first Engineer, slightly; Thos. Bryant, second Engineer, badly burnt; Henry Broughton, third assistant Engineer, badly burnt; John Wilkins, fourth assistant Engineer, badly burnt; Lawson Whitfield, Watchman, slightly; S. W. Rawls, of Orange Hill, Fla., slightly burned; S. Meacham, of Bristol, Fla., thigh broken and slightly burned. After the explosion the boat took fire and burned to the water's edge, and now lies aground a few hundred feet below Ridleysville, a complete wreck.

UNINJURED. -- Thomas Coughlin; John H. Couch, Pilot; Ned Porter, (colored) second steward; John McCarty, (colored) cook; Matilda Penn, (colored Chamber maid. Deck hands, (negroes) -- Simon Wilson; Henry Atkins; Jno. Atkins and Tom Brooks.

May 15, 1860:

A Steam Gauge. -- Mr. John May, of this city, has exhibited to us a working model of an apparatus, of his invention, for preventing the explosion of steam boilers. Other inventions to effect this object give the alarm when the water in the boiler is too low, and if this alarm is promptly attended to, an explosion may be prevented; but Mr. May's invention opens the safety valve and lets off steam as soon as the water is diminished to a quantity indicating danger. It does not await the slow movements of the engineer, or risk the probability of his inattention, but mechanically takes the precaution demanded. The model which we saw in operation performed its duty by a movement which seemed to be certain and reliable. We believe that Mr. May's invention will do to depend upon.

Columbus Enquirer Daily, June 12, 1860:

New Summer Boat. -- The fine steamer Marianna, Capt. Fry, completed her 1st trip up for the season on Saturday, and will tie up for the summer below our wharf. We learn that Messrs. Fry will in a few days start for Pittsburgh, where they have a new boat building for low water. This new steamer, the Jackson, will probably be finished by the 1st of July; she is of very light draught (only about one foot), and is intended to run up to this city during the summer and fall, and to navigate the Chipola river to Marianna during the winter and spring. Though only about one hundred feet in length, and will have ample and superior accommodations for passengers -- her cabins extending nearly the whole length of the boat. There is no reason to doubt that she can navigate our river at the very lowest stage of water; nor is there, we trust, any reason to fear that she will not make trade, as the success of the pioneer damp ground navigator, the River Bride, abundantly proves; and in the success of these two little summer boats our city will materially profit.

Columbus Enquirer Daily, June 13, 1860:

The Marianna. -- Capt. Van Vechten is in command of this steamer, now lying up for the summer at our wharf -- not Capt. Fry, as erroneously published by us yesterday. But it is Capt. fry who is about to bring out the new light-draught boat of which we wrote.

Columbus Enquirer Daily, June 19, 1860:

New Steamers for the Chattahoochee River. -- Capt. Slapser is building a fine light draught steamer. Her capacity is not given, to be called the Uchee. She is represented to be well adapted to the Chattahoochee river navigation -- her machinery is of first class workmanship -- her engines are built by Preston, of Pittsburgh. Capt. Mehin's boat is said to be a very good and staunch boat, estimated to carry about 1,000 bales. she is to be called the Carolina, and has been sold to Capt. McAlister for the mail service, and will run between this place and Chattahoochee and Bainbridge. Wingate's, Slapser's and McAlister's boats will be completed and ready to leave some time during the month of August. -- *Apalachicola Times*. 13th.

June 26, 1860:

Another New boat. -- The *Apalachicola Times* announced that Capt. Wingate is building one of the largest boats (perhaps the largest) that ever ran on our river. -- She will carry 2,000 bales of cotton, or more, and is building under the superintendence of Capt. Charles Blain. The river trade will open next season with facilities superior to any possessed for many years, and we trust that our enterprising steamboat men will find it sufficient to pay.

Columbus Enquirer Daily, July 23, 1860:

New Boats. -- We extract from the Pittsburgh Daily Commercial Journal the following notice of two superior new boats for our Chattahoochee trade:

A Splendid Pair of Boats. -- At the foot of Liberty street can be seen a pair of the best and most complete cotton boats ever constructed. They belong to a company in Georgia. Capt. Wingate has named his boat "Time;" Capt. Stapler's is called "Uchee." The Time will carry 2000 bales of cotton, whilst the Uchee, being smaller, will stow away 1200 bales. These boats were built by Col. Ekin of Elizabeth, and are a credit to all concerned in getting them up. They were built under the superintendence of Capt. J. C. Blain, a gentleman well qualified for the undertaking, and if he does not feel proud of the present productions he must be a very modest man. In their construction no expenses has been spared -- the materials and fastenings are all of the best description; besides there were plenty of them used. In a word, we are willing to send them forth as specimens of what our artisans can do. All concerned in completing them are entitled to great credit, they will be finished in about three weeks. We shall refer to them again.

*Moses Family Cemetery, Columbus,
Muscogee County, Georgia*

by
June Hanna

Copied by June and Lewis Hanna on March 28, 1982.

Location of this cemetery: This cemetery is behind the house numbered 3838 on Commander Drive. the cemetery is fenced with a seven foot chain link fence topped with a foot of barbed wire. The lot is about 85 x 60 feet. It is located on what is known as Esquiline Hill in south Columbus.

How to get to this cemetery: Go south on I-185 to Victory Drive, from Victory Drive turn right onto Benning Road and continue to Esquiline Drive on the right. Turn right onto Esquiline and continue for one block when it becomes Lowe Dr. Continue about one block where it dead-ends into Commander Dr. Turn right onto Commander Drive. The house is across the street on the left. A path into the woods is at the right of the house and was marked with a sign on a pole but the sign has been lost, only the pole remains. Go up the path in the woods for about one hundred and fifty feet, turn left for about thirty or more feet. The wide growth has been cut back for this last thirty feet and the chain linked lot can be seen plainly. The gate is on the east side.

1. The first grave inside the gate on the east side is a child's grave outline in marble with the carved marble figure of a child reclining on a couch:

Died / June 10, 1862 / Isaiah / Son of I. I. and H. M. Moses

2. Tall marble headstone: Hannah Maria / Wife of / Isaac I. Moses / and daughter of / R. J. & E. M. Moses / Born / March 24, 1840. / Died / July 3, 1860. / My true and beloved wife. / (There are following words in Hebraic which I cannot read.) Bottom of stone: Our Sister.

On ground: two pieces of marble - Wouldst thou who stands on the brink / of the sepulchral sod, (Unreadable) - that have escaped to God. Second Piece: Rather than lower these to thee/ Let faith (sic) enthrall thy mind. / In death God's delegate to see / who will the severed bind.

3. Broken marble slab in bricks: Sacred / to the Memory / of / Isabell A. Moses who died Sept. 21st 1864 / In the conviction of a blessed immortality. / In the wide waste there still is a tree / and a bird in the solitude singing / Which speaks to my Spirit of / (broken off and gone).

4. Upright headstone: Our third Son / Lieut. Albert Luria / Aged 19 years / Killed / In the Battle of Seven Pines / June 1st 1862. / He went into the field / prepared to meet his God. / Third son of Raphael J. / & Eliza M. Moses, / his name was changed to Luria to / perpetuate that of his paternal / Grand Mother.

5. Upright headstone: Sacred / to the Memory of / Isaac C. Moses / Eldest son of / R. J. & Eliza M. Moses / born at Charleston, S. C. / February 6th 1837. / Died at Columbus, Ga. / December 24th, 1850. / A child who never committed the / sin of disobedience lies buried here. / This Eulogy he carried in life, his / parents inscribed it on his Tomb / in Death.

Records from the Moses family cemetery on Esquiline Hill in South Columbus, Muscogee County, Georgia, copied by Mr. Robert DeWitt Carnes Feb. 20 or 22, 1982 and by June and Lewis Hanna on March 28, 1982.

Row 2 -

6. Upright marble headstone: Raphael Henry / Infant son of / Raphael J. & Georgina / Moses / Born Aug. 2nd 1868 / Died Nov. 22 1868. / He giveth his beloved sleep. Footstone: R. H. M.

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7. Upright marble headstone: Albert Raphael / Son of / Raphael J. & Georgina / Moses / Born in New York April 29, / 1873. / Died July 13, 1874.

8. One grave, concrete curbed: Gov't marker: (Star of David) / Edward Sebring Moses / Georgia / LCDR US Navy World War I / Aug. 27, 1887 Oct. 6, 1956. Outside the above grave - a broken stone - one word readable: "died"

Row 3 -

9. Small upright headstone: Rebecca Hannah / Moses / Apr. 20, 1857 / Aug. 15, 1938. / She was a kind and affectionate wife, a fond mother / her and a friend to all.

10. Large double size headstone: Lieutenant Commander / William Jacob Moses / United States Navy / Naval Class of 1902 / flight class 44. / Son of Jacob Isaac & Rebecca Hannah Moses / Tennille, Ga. Aug. 25, 1881 / Naval Air station, Pensacola, Fla. Oct. 27, 1930. / Write me as one who loves his fellow men.

11 and 12. Large double headstone: Anna Green / Daughter of / Isaac I. & Mary Alice Moses / Wife of / Wm. Moultrie Moses / Born Sept. 17, 1875 / Died May 1, 1914. ? Wm. Moultrie / Son of / Wm. Moultrie & Nina S. Moses / Born Jan. 20, 1870 / Died Sept. 26, 1914 / In death they were not divided.

2nd row:

13 and 14. Heavy upright double headstone: Lieut. Raphael J. Moses / C. S. A. / Son of / Raphael J. & Eliza M. Moses / husband of / Georgina Samuel / Born in St. Joseph, Florida / Dec. 11, 1844 / Died in New York City / Dec. 12, 1909 / He tried to serve / He loved his fellow man / Georgina Moses / Beloved wife of / Raphael J. Moses / Died Jan. 25, 1915. / Age 76 years.

15. Grave outlined in marble, Upright headstone: Francis Marion / Levy / Daughter of / L. C. & Isabel A. Levy / Born / Apr. 22, 1874 Died / Jan'y 8, 1946.

16. Upright headstone; Percival R. Levy / Son of / L. C. & E. M. Levy / Born / Dec. 8, 1860 / Died / Jan'y 31, 1884 / Rest in Peace.

17. Small marble headstone: Reginald Johnston / son of / I. A. & L. C. Levy / Born Jan. 7th and / Died June 4th 1873 / at New Orleans / One angel more in heaven.

18 & 19. Two tall marble headstones in a single lot (one headstone is down flat): Sacred / to the Memory of / Isabel Adeline Moses / Daughter of / Raphael J. & Eliza M. Moses / Wife of / Lionel Cadoza Levy / Born / April 22, 1850 / Died at Esquiline Hill / Nov 13, 1934. / Revered Isabel the crown / and head, sweet lips, whereon perpetually did / reign the summer calm. / of golden charity / An accent very low but / a most silver flow of / counsel in distress. The / world hath not another / of such a finished / chastened Purity.

Stone cracked: Sacred / to the Memory of / Lionel Cadoza Levy / C. S. A. / Eldest son of / Lionel C. & Eleanor M. / Levy / Husband of / Isabelle A. Moses / Born in Charleston, S. C. / May 22, 1847 / Died at Esquiline Hill, Ga. / Sept. 5, 1906. / Who revered his conscience / as his king / whose glory was redressing / human wrongs, / Who spoke no slander, no, nor listened / to it / who loved one only and who clung to her / Thro' all this tract of years / wearing the white flower of a blameless life.

20. Upright headstone: Margie Sisk / Wife of / Arthur C. Levy / Born / June 14, 1884 / died / March 18, 1929. ? Here doth our beloved Mother rest. / She lived for us and / gave us of her best.

CEMETERY

21. Upright headstone: Arthur Crawcour / Levy / Born / Dec. 27, 1880 / Died / graved edged & Sept. 16, 1942. footstone.

22 & 23. Two infant graves; one unmarked; one upright headstone - Little Charley / Son of / I. M. & A. M. Nunez / died April 8th 1862 / Aged 2 years.

Six foot tall marble angel (head gone). Slab: Angel of faith shall sullen sorrow render / Thy smile a mockery to the hours that / mourn? / Deepen the gloom yet not reveal the splendor / Where Saints depart and Seraphim are born / Star of our heart what other light may / linger / When in our eyes the tombs black shadow falls. (More lines but not read)

24. Marble obelisk: In Memory of my Beloved Parents / by R. J. Moses 1892. (Wording on other three sides, not copied but was praise to his parents.)

Fourth row:

25. Rose J. Moses / Born / Nov 8, 1841 / Died / Jan. 12, 1917.

26. Marble headstone: My Husband / Montifiore J. Moses / Surgeon / C. S. A. / Eldest Son of / Jacob & Rynah Moses / Born July 20, 1841 / Died April 11, 1878.

27. Marble headstone: Mary Stanford / Second daughter of / Montifiore J. & Rose J. / Moses / Born June 29th, 1865 / Died January 21st 1866 / Aged 6 mos. & 23 days.

28. Marble headstone: Walter Jonas / Second Son of / Montifiore J. & Rose J. / Moses. / Born Feb. 21, 1873. / Died July 18, 1873.

30. Large headstone. Stone broken off from bottom part. - Sacred / to the Memory of / Israel Moses / a native of Charleston, S. C. / who died at Apalachicola / 22nd of January 1849 / in the / (broken off _____) his age. His son R. J. Moses, performs / his last duty by depositing these remains beside his sainted Mother and marks with this Tomb / amid the desolation of St. Joseph / a spot that the stranger will re / spect as containing the ashes / of the dead.

31. Sacred / to the Memory of / Deborah Moses / Died / at St. Joseph, Florida / 29th Aug 1848 / Aged 72 years.

32 & 33. Two upright headstones: Sacred to the Memory of / Raphael J. Moses. C. S. A. / Husband of / Eliza Moses / Born in Charleston, S. C. / Jan 20, 1812 / Died in brussels, Belgium Oct. 13, 1893. (More words - not copied, verse)

Sacred / to the Memory of / Eliza M. Moses / Born / Charleston, S. C. / Feb. 17, 1812 / Died June 4, 1892. / A little way to walk with you my own / only a little way - / Then one of us must weep and walk alone / Until God's day. / (More verse, not copied).

34. Upright headstone: Sacred / to the memory of / David M. Moses / Aged 62 years.

35. Small headstone: Little Aggy / daughter of / E. W. & E. L. Moses / Aged four years.

36. Infant grave, same as above. (A stone marked: D. M. M. on this grave could be a footstone for David M. Moses above.)

37. Upright headstone: William Aubrey / Son of Edward and Alice Place Levy / Born in Waco, Texas / February 17, 1884, Died in Cincinnati, Ohio March 21, 1906. / Aged 22 years.

38. Upright headstone: Alice Place, Wife of Edward B. Levy / Born in New Orleans, La. July 10, 1847 / Died At Esquiline Hill July 5, 1884.

End of Cemetery

There is a small white bomb shell at the foot of grave No. 4 which reads in part: This bomb shell with its fuse lighted fell in cannonade of Camp at Sewell's Point ____ 1861. Sgt. ____ picked (unreadable). This is part of the grave marker of Albert Luria Moses, and was a bomb casing which according to the newspaper article of April 24, 1966 states that the bomb casing was inscribed: "Sergt. A. M. Luria, C. L. G. (City Light Guards), Sewell's Point, Norfolk, Va., May 20th, 1861. The pride of all his comrades, the bravest of the brave."

St. Joseph, Fla. is not the same as Port St. Joe. St. Joseph, Fla. was destroyed in 1843 by a hurricane yet the Moses family (or at least the old parents) apparently continued living there "amid the desolation of St. Joseph" until the old parents died. Apparently the old father Israel wrote his own epitaph thinking he was to be buried in St. Joseph, or else the family had his remains and his wife's removed to Esquiline Hill.

*Jenkins Family Cemetery,
Muscogee County, Georgia*

by
June Hanna

Copied Saturday, May 15, 1982 - by June and Lewis Hanna. This cemetery is off a dirt road out Warm Spring road past Midland, GA. (Muscogee County). To get there from Columbus - go out Warm Springs Road to Midland - past the United Methodist Church on the right, past three homes on the left and past a fourth, a colonial home. Go past this colonial home about a thousand feet; take the first left turn off. This is a dirt road and there is a barbed wire across the road. Go past this wire. Go over a little rise and you can see a left dirt road turn off which leads to this cemetery. It is about a quarter to a half mile from the entrance road where the wire is across the road.

This cemetery is chain link fenced and is about 100 x 60 feet. The gate is on the south end. On the left inside the gate is a concrete block edged lot with a very large granite double headstone and two granite slabs:

1. (Masonic sign) / Father / Sterling Horace / Jenkins / March 24, 1847 / July 25, 1913.
2. Mother / Emma Richardson / Jenkins / March 27, 1853 / May 10, 1937. Slabs: In my hand no price I bring / Simply to Thy cross I cling / Father. To Live in the hearts of those / we leave behind is not to die. / Mother.

Second lot to left: partially wrought iron fenced; three built up slabs and obelisk. Obelisk: JENKINS on all four sides.

3. Slab: Diana Maria (Willie) / Vernon / Wife of / W. W. Jenkins / Sept. 26, 1859 / Oct. 25, 1946.
4. Slab: William Washington / Jenkins / Born / March 7, 1840 / Died / July 30, 1916 / Rest sweetly rest.
5. Slab: Hattie Maye Jenkins / Born / Sept. 11, 1888 / Died / Sept 13, 1910 / a link that binds us to heaven.

Three granite head slabs, next to link fence:

6. Robert F. Carter, Jr. / July 30, 1880 / July 1, 1952.
7. Vernon Jenkins Carter / Feb. 16, 1882 / June 15, 1948.
8. Willie Vernon Carter / July 29, 1905 / Aug. 12, 1975.

Lot with concrete coping. Name of KING on step. Six concrete slabs:

9. Millie Kyle Harris / Daughter of / James Kyle / and / Adelle King Harris / 1904 - 1910.
10. George William King / Son of / Susie Hamer / And / E. Buford King / 1910-1913.
11. Infant of / Susie Hamer / And / E. Buford King (no dates).
12. Infant of / Susie Hamer / And / E. Buford King (no dates).
13. Thomas J. King / Son of / Sophia Keyes Dimon / And / Tamplin King / Born Talbot Co. Ga. / Died Midland Ga. / 1835 - 1905.

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14. Sophia Keyes Dimon / Wife of / Tamplin King / Born New York City / Oct. 2, 1815 / Died Midland Ga. / Mar. 15, 1899 / Daughter of / Mary Van Angelton / And Abel Dimon / of Fairfield Conn.

15. Next lot - Wrought iron on old brick fenced, small one grave lot - no marker.

Next two - built up white marble slabs:

16. Edmund Jenkins / Born in Wilkes Co. Ga. / April 18th 1785 / Died Nov. 20, 1863.

17. Slab slanted: Mary Jenkins / Consort of / Edmund Jenkins / Born in Wilkes Co. Ga. / June 17th 1792 / Died Nov. 13th 1868.

Row 2 - granite edged, graveled lot; large family stone: McKEE. Two granite slabs with rounded edges:

18. William Thomas McKee / Sept. 9, 1864 / June 24, 1961.

19. Genie Mae Jenkins McKee / November 1, 1875 / January 20, 1960.

20. Small white marble slab: W. T. McKee, Jr. / March 17, 1900 / August 22, 1912.

21. Outside, north of the above lot - one square fieldstone. Footstone? Long space with no markers and two granite headstones:

22. Polly Spears / Wife of / Jonathan Jenkins / 1820 - 18 __. Footstone.

23. Jonathan Jenkins / 1820 - 18 __.

24. Long space in row, going north. No markers except - Two head and foot? fieldstones.

At the end of Row 2 - five slabs (three of granite and the last two of concrete) -

25. William Leon Jenkins / Dec. 15, 1861 / March 22, 1900.

26. Sterling Jenkins / March 30, 1813 / Sept. 2, 1881.

27. Lucinda Elizabeth McLendon / Wife of / Sterling Jenkins, Sr. / July 28, 1817 / Jan. 24, 1891.

Crudely marked concrete slab:

28. In Memory / of / M. V. Jackson / Born Dec. 17 / 1839 / Died April 4 / 1893 (very dim).

29. Cornelia S. Jackson / Wife of / M. V. Jackson / Dec. 22, 1851 / Dec. 22, 1929.

Row 3 - beginning at north end - concrete slab:

30. Sterling M. Jackson / Jan. 24, 1877 / Apr. 2, 1933.

Two slightly built up granite slabs:

CEMETERY

31. Sterling Jenkins, Jr. / Son of / Sterling Jenkins, Sr. / And / Lucinda Elizabeth Jenkins / Feb. 9, 1854 / Aug. 24, 1879.

32. Thomas Washington Jenkins / Mar. 15, 1843 / June 24, 1862.

33. Next South - one very large built up rock tomb, no ident.

34-37. Four more in the row, same as the above; no ident.

Long concrete edged lot; two marble slabs:

38. (Masonic sign) / Sterling S. Jenkins / Born July 17, 1813 / Died Feb. 2, 1877 / He was a good husband and / a kind father.

39. In / Memory of / Sarah A. McLendon / Wife of / Sterling S. Jenkins / born / Jan. 21, 1815. / Died / Jan. 29, 1891 / Tis finished! the conflict is passed / The heaven born spirit is fled / Her wish is accomplished at last / And now she is entombed with the dead.

South of the above - very large granite family stone: Father (Masonic Sign) Mother JENKINS

Three round top slabs:

40. Alonzo I. Jenkins / Oct. 2, 1855 / Aug 7, 1925.

41. Annie Wimberly / Wife of / Alonzo I. Jenkins / May 26, 1858 / Sept. 29, 1929.

42. Ada Lee Jenkins / May 25, 1884 / Sept. 24, 1962.

Front or east end of above lot, granite slab:

43. James Dickson Jenkins / Mar. 31, 1952 / Jan. 1, 1979.

In the above lot (Jenkins), 2nd row, round top granite slab:

44. Martha O. Jenkins / Jan 28, 1880 / Oct. 11, 1962

45. Small granite slab: Annie Florence / Daughter of / Emory C. & Ivie J. / Adams / Oct. 29, 1909 / Oct. 31, / 1909.

Row 4 - next lot north of the above; granite graveled; adjoining the lot above; concrete curbed, two polished granite slabs; DUDLEY on step.

46. Hamlin Lewis Dudley / May 29, 1847 / Dec. 19, 1913.

47. Sarah Eugenia Jenkins / Wife of / Hamlin L. Dudley / Dec. 8, 1949 / June 1, 1933.

Next is an open space and - one small headstone and footstone:

48. Charles H. Terry / Born / May 16, 1848 / Died / May 27, 1891. Footstone: C. H. T.

49. Large cracked granite slab: In Memory of / Samuel Walker / Born in / Rutherford Co., NC / April 2nd 1778 / (Crack) Died / June 22nd, 1836. / He was a kind husband, an affectionate / Father and indulgent master. / He was a worthy member of the Methodist / Church many years, lived a Christian and died triumphing in the faith of Christ, / His last end was peaceful and happy.

50 & 51. Two large granite tomb-like slabs near the above in next row (5th). No ident.

52. Cont. 4th row - north of the above, very large built up 3 1/2 ft. cairn of rocks - No ident.

53. Two small fieldstones - (head & foot?). No ident.

54. Built up granite slab: Albert Wiley / Cunningham / Aug. 14, 1883 / June 6, 1885.

Row 5. About Nos. 55 & 56.

Head & foot fieldstones, no ident. Small graves - child's? Two more, very small grave, no ident.

57. At the south end, outside the long Jenkins lot - one large pile of fieldstones - piled in a rectangle.

End of this cemetery.

Outside this cemetery at the north end - one flat concrete slab crudely marked:

58. Chaney Flournoy / Born Sept. 12, 1880 / Died Oct. 28, 1918 / Gone But Not Forgotten.

Possibly three more graves here - marked only with fieldstones and one broken concrete headstone - was marked once but now no words showing.

Mrs. J. Hoyt Adams stated these last graves - outside the Jenkins cemetery are of a family not related - which were allowed to bury here.

She also stated that those hugh rock cairns inside the cemetery could have been slave graves. she doesn't know who they are.

Permission to copy this cemetery was given by Mr. and Mrs. J. Hoyt Adams of Upatoi, Ga. - this being the family cemetery of Mrs. Adams.

Numbers 33 through 37 may be a family - one is a very large tomb or cairn of rocks, 2nd one is smaller and the last three are still smaller - father, mother and three children?

*Masonic Lodges of Muscogee, Harris, Talbot,
Marion, and Chattahoochee Counties - 1864*

by
John R. Lassiter

These lodges and their members are taken from *Proceedings of the Annual Communication of the Grand Lodge of Georgia of Free and Accepted Masons for the Year 5864 [1864]*. These abstracts were copied from volumes in possession of the Grand Lodge of Alabama, Montgomery.

COLUMBIAN LODGE, No. 7 - Columbus

M. M. Moore, W. M.
J. A. Corbally, S. W.
C. C. McGeehee, J. W.
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C. B. Teasdale, S.D.

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L. G. Schuesler, Steward
D. W. Champayne, Steward
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John Suyon, Tyler

James Kivlin, P. M.
W. R. Jones, P. M.
G. K. Saylor
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S. H. Coodman
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E. A. Faber
B. D. Carraway
Thos. Berry
R. Leggett
C. Crickton
R. B. Moore
W. Mahaffey
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S. Ogletree
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S. Heineman
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R. W. Walker
F. Kroner
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R. J. Hunter
P. H. Hartman
R. H. England
G. W. Brown
H. E. Day
G. M. Hanks
James Roe
Francis White
W. H. Williams
W. H. Griswold
Wm. Fee
J. M. Frazer
D. T. Dawson

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A. L. Ryan
W. S. Holstead, F. C.
J. J. Clapp, F. C.
Alonzo Turner, E. A.
R. W. Ridgely, E. A.
E. F. Fuller, E. A.
Wm. Austin, E. A.
W. T. Robinson,
IN THE ARMY
F. M. Gray
T. J. Bates
W. W. Stewart
M. T. Hall
J. S. Pemberton
Elijah Williams
W. H. Bennett
J. W. Barden
F. C. Tillman
W. S. Clark
John Keenan
P. T. Schley, F. C.
Jas. E. Cargill

OLIVE LODGE, No. 10 - Talbotton

J. M. Mathews, W. M.
Wm. A. Davie, S. W. Capt.
J. T. McLaughlin, J. W.
John W. Dozier, Sr., Treas.
Joseph Jackson, Secretary

Rev. G. H. Patillo, P. M., S. D.
Thos. A. Brown, Steward
Thos. M. Bailey, Steward
H. L. Williams, Tyler
Rev. N. Athon, P. M., Chaplain

G. N. Forbes, P. M.
Rev. U. C. Tignor
Rev. H. P. Pitchford

IN THE ARMY
Willis Holt, P. M. Col.

J. W. Hagerman
John McKee
David A. Jamerson

MUSCOGIANA, VOL. 5, NOS. 3 & 4

J. D. Cottingham
J. E. Barksdale
Wm. R. Moore
Miranda Fort
J. F. Baxter
Wm. J. Weeks
Barnard Hill
Lewis Wimberly
M. J. Mulkey
G. W. Jordan
David Funderburk
Wm. J. Weaver
Henry Cosby
G. Selig
Wm. Reedy
J. P. Miller
John F. Walker
Wm. Bacon
T. J. Dozier
J. R. Kimbrough

Wm. A. Daniel Col.
Ezekiel Bussey Col.
Elbert Williams
Wilkins J. Raines
J. H. Brown
William Baggett
Charles H. Simpson
E. A. Adams
Marshal Adams
H. N. Wells
Julius Haufman
Iverson L. Gunn
D. J. Caraker
S. Z. Webster
H. W. Hagerman
M. E. Davie
Robert B. Persons
M. B. Sparks
J. R. Keating
Thomas N. Gibson

Obadiah Ligon
David W. Seay
R. H. Turner
Howard Richards
Allen T. Crawford
James H. Gilmore
Wm. C. Wimberly
Robert S. Bryan
B. L. Powell
H. M. Bryan
Wm. E. Smith
J. O. A. Sparks
Charles S. Mizzell
Rob't A. Mizzell
Joseph Williams
James Stenson
Edwin L. Collier
J. W. Dozier, Jr.
Zachariah Stephenson
James Woodall, F. C.

MARION LODGE, No. 14 - Tazewell, Marion Co.

N. M. Holton, P. M., W. M.
Wm. M. Barrow, S. W. Lieut.
M. A. Perry, J. D.
W. A. Calloway, P. M., Treas.
M. G. Brady, Secetary
J. J. Arrington, S. D.

H. Reed, J. D.
R. Rodgers, Steward
J. M. Hobbs, Steward
Rev. Wm. T. St. John, Chaplain
I. Olive, Tyler

Rev. J. B. Devers
A. J. Fainbro
B. McCrary
G. Dupriest
H. L. Allison
James A. Booth
Jesse Mackey
George Wat
D. Stringfellow
E. M. Wall
F. Benton
D. W. Wells
I. D. Dunn
James M. Taylor
James M. Hally
James H. Spurlock

IN THE ARMY

J. L. Wiggins, P. M., Lt.
S. H. Crawford, P. M., Lt.
A. J. Shepperd Capt.
Jordan Wilchar Capt.
Robert Patten Capt.
I. H. Peebles Capt.
Killight Woodall
L. W. Wall
M. D. Chapman
P. S. Wall
R. B. Perry
R. M. Goodroe
S. R. Hobbs
Stephen Murry

E. Stuard
A. Woodall
A. L. Jordan
A. Spurlock
A. J. Hobbs
A. J. Peed
A. T. Chapman
D. C. Chapman
S. D. Chapman
Stephen Swain
Thomas T. Bell
Wm. S. Phelps
Joseph M. Clark
J. G. Calhoun
G. W. Chapman

HAMILTON LODGE, No. 16 - Hamilton

A. F. Johnston, W. M.

S. J. Whatley, J. W.

MASONIC LODGES

T. S. Mitchell, S. W.
Joel T. Johnson, Secretary
H. A. Goodman, S. D.
Jas. H. Huey, J. D.
Jas. M. Mobley, P. M., Steward

H. W. Mullins, Treas.
Hardy Cornett, Steward
Wm. T. King, Chaplain
H. D. Ammons, Tyler

Wm. J. Hudson, P. M.
Rev. F. M. Brannon
N. H. Barden
D. P. Hill
S. J. Hightower
Joel C. Henry
Jas. A. Deloach
Moses Hopkins
Jas. Miller
C. H. Pritchard
Jas. N. Ramsey
T. B. Vardeman
J. M. Huff
Jonas Bradshaw
Wm. Deloach
Thos. E. Dean
G. H. Bryan
David Jenkins

Early Harris
J. A. Middlebrooks
W. W. Bonce
S. J. Webster
W. S. Webster
W. G. Mobley
A. A. Beall
Dillard Thomas
John W. Jackson
Jas. B. Davis, F. C.

IN THE ARMY

R. W. Robinson
R. P. Robinson
H. B. Watson
Thos. J. Doggitt
T. N. Sparks

J. W. Hightower
T. J. Seals
H. C. Gibson
John Carnett
Marshal Scroggs
J. N. Middlebrooks
L. L. Stanford
John Sivell
Samuel Sivell
C. A. Smith
Joseph Bray
Wm. Middlebrooks
W. D. White
W. T. Nelson
W. G. Pearce
Wm. P. Bridges
John L. Goodman
B. H. Williams

OGLETHORPE LODGE, No. 47 - Columbus

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George Steine, S. W.
Thomas Fell, J. W.
F. Rothchild, Treasurer
W. E. Sandford, Secretary
A. J. Nix, S. D.

M. D. Fisher, J. D.
Wolf Moses, Steward
R. K. Evans, Steward
J. S. Allen, Chaplain
John Snider, Tyler

James H. Hughes, P. M.
Geo. A. B. Smith, P. M.
E. H. Musgrove, P. M.
P. H. Alston
M. Barringer
W. J. Chaflin
Jacob Fogle
John R. Ivey
J. Wimberly
L. B. Duck
John Fellsinger
Peter Preer
J. A. Roberts
F. S. Chapman
D. B. Thompson
F. G. Wilkins

J. H. Renfroe
Wm. Perrine
A. P. Jones
H. Gibson
John Peabody
E. W. Moeise
Thomas J. Cary
Th. J. Ogletree
O. Bannon
J. M. Givins
F. A. Jepson
John P. Murry
George W. Smith
H. F. Williams
J. H. Sikes
W. J. Kellett

John Ligon
Jolin Loveless
James W. Sappington
C. McBryde
Benjamin Berry
Wm. J. Wardlow
J. W. Davis
J. L. Howell
J. D. McJunkin
Samuel R. Pitts
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Jacob Greenwood
J. A. Boswell
Robert S. Crane
G. A. Huckaba
S. H. Harper

MUSCOGIANA, VOL. 5, NOS. 3 & 4

B. G. Sterne
Charles Fields
Samuel H. Hill
James Ligon
D. B. Renfroe
Charles Smith
Thomas Chapman
James A. Girdner
Jeremiah Terry
B. R. Folsom
Lewis Heinman
Stephen Duncan
S. B. Warwick
H. Voight
John W. Gosling
B. D. Barnes
E. G. Dawson
Wm. Campbell
Julius Rice
James Harrison
Wolf Moses
James W. Gibson
N. W. Albrecht
F. M. Cohen
A. S. Gaus
Elias Harrison
J. T. Reese
Wm. Blankenship
Albert Lee
A. Milich
Wm. Moffitt
James E. Rosser
N. T. Roper
J. G. George
J. S. Jones
John F. Danier
Wm. Mathueson

A. Illges
Wm. H. Webb
D. M. Denizau
George Rucker
John N. Birch
George J. Loyd
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Solomon Woodfield
W. W. Berry
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George W. Martin
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James Churchill
Ogletree
William Brands
Mathews
Benjamin Gifford
M. C. King
Henry Stevenson
Wm. M. Jones
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J. Korniker
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Nathan Baugh
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Duncan Smith

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Hewy Harper
A. O. Blackmer, Sr.
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E. J. Kirksey
E. R. Brown
Thomas W. Brown
Amos Smith

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John Searcy, Steward
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Wesley Searcy

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A. L. Edwards
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T. T. Heath
Wm. H. Searcy
Jacob Miller
S. B. Baldwin
W. C. Sealy
John B. England

IN THE ARMY

W. S. Wallace, P. M.
Monroe Dixon, P. M.
Wm. Barnes
James Heath
J. F. Vaughn
W. D. Grace
Henry Manes
Benj'n Blosingame
James Page
E. B. Rogers
John F. Mathews
R. C. Greer
John F. Stearns
W. S. Riley

R. H. Leonard
Franklin Smith
Wm. J. Roberts
James A. Wade
W. L. Owen
Charles Knowlton
John Daniel
R. T. Greer
Green J. Downs
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George A. Heath
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William Wilson
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John H. Crouch

ROSE LODGE, No. 102 - Whitesville, Harris County

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M. D. L. Rowe
A. Weldon
J. D. Moultrie
A. F. Cardwell
C. F. Patillo
Gregory Bass
R. Gay
H. Bass

IN THE ARMY

E. Hardy
George Daniel
M. T. Wisdom
H. Reynolds
R. J. Smith
T. Bazemore
George Davis
L. C. Hargett
B. Gordan
M. Collars
G. W. Mullens
M. C. Goody
A. Williams
I. T. Pratt
W. P. Hatchett
T. Thomason
I. M. Dunnegan
I. W. Cameron
W. H. Crawford
H. E. Moss
C. Lyle
W. C. Birge
B. F. Stigar

R. W. Mallory
M. D. S. Hodo
I. W. Laney
L. G. Cleveland
I. T. Green
J. T. Buron
W. C. Wisdom
J. D. Johnson
L. J. Truett
H. S. Bruce
King Brady
I. S. Mattox
G. M. Riser
E. G. Tucker
J. Patillo
R. D. Little
C. D. Truett
D. B. Blackmon
T. J. Bassett
F. A. Worrell
I. I. Threlkeld
I. M. Bryant
I. W. Hodo
I. Blackmon
I. W. Wyche

MUSCOGIANA, VOL. 5, NOS. 3 & 4

J. H. Traylor
M. Wisdom
W. P. Patillo
V. Dunnegan
I. Wisdom
T. J. Hardnett
S. J. Hunt, P. M.
I. A. McCurry
W. W. Moore

J. P. Williams
W. L. Grier
I. F. Gore
R. A. Cameron
W. H. Colley
R. M. Whitten
W. A. Andrews
W. M. P. Mobley
I. E. Hogan
G. Rivers

I. S. Truett
I. A. Welden
G. M. Gorda
I. E. Foster
T. Spivey
G. L. Emory
A. B. Bankston
E. Drummonds

KIMBROUGH LODGE, No. 118 - Muscogee County

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Rev. B. W. Clark, Steward
W. A. Thompson, Tyler

Rev. Lovick Pearce
John Duck
S. D. Johnson
Dr. M. Peters
William Mealing
I. T. Brooks
P. Hazelton
J. T. Langford
A. G. Burt
L. M. Biggers
Wm. Hodge, F. C.

W. T. Wynn, E. A.

IN THE ARMY

A. J. Floyd, P. M. Lieut.
J. J. Shippy
Dr. P. Peters
Dr. Brewster
F. M. Myers
J. M. Rees
Thomas Kinney

B. J. Spear
W. J. Toler
J. D. Miller
Benj'n Cummings
John Toler
Walter Doeck
W. C. Withington
W. P. Downs
E. G. Hodge
J. T. Watt, E. A.

UNION LODGE, No. 128 - Quito, Talbot County

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R. H. Bullock, S. W.
J. D. Hudson, J. W.
C. Jones, Treasurer
J. M. Smith, Secretary
J. Milling, S. D.

J. Calloway, J. D.
Thomas Simmons, Steward
C. W. Campbell, Steward
E. S. Harris, Chaplain
Richard Bonner, Tyler

Cullin Jones
W. J. Colvin
Seaborn Thornton
John B. McDowell
David Parkman
Alfred Patrick

D. R. Russell
W. C. Campbell
Jack Smith
John Milson
Stephen Grimes
Scott Brown
John Crane
John Crane
Seaborn Pless

Thomas Cunningham
A. J. Willis
Seaborn Magourk
John T. Harris
John Sheppard
Levi Bishop
Robert Brook
G. B. Rollins
R. A. McCurdy

IN THE ARMY

MASONIC LODGES

John Connell
E. Bussey
James Tilmon
A. O. Trammell
Monroe Bradshaw

G. G. Murrah
R. A. Crawford
Samuel Buchanan
John Ray
J. J. Cook

W. R. Hall
E. C. Grant
C. G. Jones

ELLERSLIE LODGE, No. 144 - Ellerslie, Harris County

Nathan Passmore, P. M., W. M.
W. H. Howard, S. W.
John A. Huff, J. W.
H. L. Lowe, Treasurer
S. M. Brannon, Secretary
Rev. G. W. Eppes, P. M., S. D.

J. D. Odom, J. D.
A. J. Odom, Steward
Jerry Mathews, Steward
Rev. J. C. McGehee, Chaplain
J. F. Passmore, Tyler

J. H. Harrison, P.M.
Rev. L. M. Watts
L. A. Phillips
J. M. Freeman
J. M. Lowe
J. C. Riley
Grey Harris
J. J. Roquemore
A. J. Hendon
Simpson Stribling
G. A. Granberry

J. M. Granberry, Lieut.
William Boswell, Lieut.
R. W. Faulkenberry
A. G. Jones
J. T. Phillips
F. M. Hollis
R. R. Phelts
J. B. Rorie
A. J. Harris
J. B. Riley
J. F. Ingram
G. L. Granberry
G. B. Harvey
Joe Skinner
W. A. Stansell
J. S. Thompson
Calvin Calhoun

T. G. Baldwin
A. S. Ellison
C. L. Huff
W. B. Strawbridge
Nat. G. Huff
John H. Jordan
T. J. Ritch
John Miller
W. H. Glaze
M. C. Scott
Wm. Thompson
J. E. Fuller
Abner Howard
L. F. Kinsey
T. J. Jenkins
Noah Harvy
James Passmore

IN THE ARMY

T. M. Clower, P. M.
T. L. Pride, Col.
W. H. McCulloch Lt. Col.

KIVLIN LODGE, No. 146 - Mulberry Grove, Harris County

J. J. W. Biggers, P. M., W. M.
Wm J. David, S. W.
L. C. Hargett, J. W.
James S. Walker, Treasurer
Geo. W. Douglass, Secretary
W. F. Nunnelee, S. D.

J. L. Biggers, J. D.
T. J. Taylor, Steward
W. D. Cook, Steward
F. C. David, Chaplain
W. F. Sellers, Tyler

T. J. S. Kimbrough, P. M.
W. T. Pike, P. M.
D. R. Snell, P. M.
P. E. Richardson, P. M.
Rev. M. H. White
Rev. A. J. Armstrong
J. H. Brawner
R. H. Alexander

James Edmons
S. Bray
A. J. Wilkerson
D. Goins
Z. Goins

IN THE ARMY

G. W. Boring
S. L. Mullins
J. W. Braley
W. H. West
W. J. Gordy
J. D. Duke
G. W. Gordon
D. W. Snell

S. J. Dobbs
A. W. White
Cyrus Harrington
Lemuel Cannon
R. G. Jefferson
B. H. Young
Jesse Cox
D. McCoy
J. D. Moultrie
Thomas Jennings

B. R. Harris
J. D. Binns
J. M. Lecroy
J. A. Cook
H. Vaughn
D. S. Duke
R. H. Nunnelee
C. C. Layfield
C. J. Boles
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R. Dent
J. J. Massey
T. J. Mullins
W. H. Olive
C. C. Taylor
H. W. Pitts
John Reynolds
G. F. Thompson
E. H. Rees

CHANDLER LODGE, No. 155 - Cusseta, Chattahoochee County

W. T. C. Brannon, W. M.
W. B. Willis, S. W.
N. N. Howard, J. W.
H. T. Woodall, Treasurer
J. B. Huff, Secretary

G. H. Sapp, S. D.
H. Royals, J.D.
W. W. Barbara, Steward
G. W. Wooldridge, Steward
Richard Adams, Tyler

W. W. Bussey, P. M.
Rev. Jasper Hicks
Rev. Wm. Amos
H. Albritton
N. J. Bussey
Wm. Rogers
Wm. Bagley
W. M. Sanders
I. N. Johnson
Benjamin James
C. W. Waddle
D. J. Shipp
J. W. Hewell
H. M. Jenkins
Whit Horne
H. A. Shipp
S. G. McGlawn
A. P. Jones
J. M. Renfroe
John Horne
T. J. Trammel
W. W. Shipp
G. W. Cobb
Wm. Phillips
Thomas James
J. T. Rogers

J. S. Allums
Calvin Stephens
David Wynn
Isaac F. King
H. Miller
S. M. Bagby
Harry Wooldridge, F. C.
Myles Greene, F. C.
A. J. Harp, F. C.
G. B. Scogan, F. C.
P. C. Howell, F. C.
W. A. Sapp, E. A.

IN THE ARMY

E. G. Raiford, P. M.
S. Wise Parker, P. M.
W. D. Askew
G. H. Sapp
W. F. Lane
L. B. Allums
R. H. Sizemore
Solomon Sizemore
Jacob B. Wright
S. J. Flemming
E. O. Brown
John Bagley

J. H. Lowe
G. M. Osteen
W. N. King
W. N. Woodall
Augustus Wynn
J. R. King
J. T. Gaddy
C. J. Wooldridge
D. C. Cody
Littleton Howell
J. F. George
T. W. Howard
R. W. Revell
Westley Wood
C. W. King
D. R. N. Lunsford
R. M. Adams
W. W. Wood
James M. Guy
P. T. Bugg
W. R. Phetts
Wm. Horne
W. W. Bagley
R. H. Dent
M. M. Ward
Henry Holaway

MASONIC LODGES

PINEVILLE LODGE, No. 157 - Pineville, Marion County

William T. Hollis, W. M.
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James O. Barber, J.W.
Lewis J. Mathis, Treasurer

James H. Jarvis, Secretary
John G. Stokes, P. M., S. D.
George A. Herendon, J.D.
Daniel M. Hall, Tyler

Malachi Dawson
Charles C. Barber
Terril J. Brooks
Malachi Josey
William D. Haynes
Samuel Eidson
Harvey G. Mathis
Moses P. Hollis
Benjamin F. Matthews
George W. Mayo
Charles H. Taylor

Jasper N. Colley
John L. Matthews
John H. Colley
William Gordon
John T. Robison

IN THE ARMY

F. L. Wisdom, Capt.
John C. Herendon
James J. Nicholson

John M. Picket, Capt.
Elazar Taylor, Capt.
Daniel Davis, Capt.
Ja's W. Hall, P. M., Lieut.
Samuel T. Jones, Lieut.
James B. Pickett, Lieut.
Jacob. L. Boon
John H. Hollis
John E. Powell
William E. McGlaun

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